The Bombay Gazette.

No. 7,487.—New Series. BOMBAY :—SATURDAY, MARCH 12, 1870. Annual Subscription in Advance.... ..Rupees Fifty-two.

THE BOMBAY GAZETTE.

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In the Native Languages, double the above.
Domestic Occurrences. Each—Rupee 1.

All Cheques, Money Orders, and other Remittances should be made payable to the "Proprietor of the *Bombay Gazette*."

SHIPPING.

STEAM COMMUNICATION WITH THE MALABAR COAST, CEYLON, MADRAS, & CALCUTTA.

THE British India Steam Navigation Company (*Limited*), under contract with Government, despatch Steamers as above, with Mails, Passengers, and Cargo, every fourteen days.

The Steam-ship BUSHEER, 792 tons, 130 H. P., Commander C. C. D. Hutchesos, will be despatched on the 15th March 1870, at noon.

March 1870		March.	
Leave Bombay	15	Leave Galle	
,, Ratnagherry	16	,, Negapatam	26
,, Vingorla	16	,, Pondicherry	27
,, Carwar	17	,, Madras	30
,, Mangalore	18		April.
,, Cannanore	19	,, Coconada	1
,, Calicut	19	,, Vizagapatam	2
,, Beypore	19	,, Bimlipatam	3
,, Cochin	20	,, Gopalapore	4
,, Tuticorin	21	,, False Point	5
,, Colombo	22	Arrive Calcutta	5

This route is the most expeditious and economical for Passengers for the Neilgherric district, Bangalore, and Madras, who can land at Calicut for Beypore, and proceed from thence by rail.

Passengers for Calcutta can take the same route, picking up the steamer at Madras.

No cargo will be received on the day or sailing.

NICOL & Co., Agents.

STEAM COMMUNICATION WITH THE PERSIAN GULF VIA KURRACHEE.

Interchanging Cargo and Passengers at Bussorah, to and from Bagdad, with the Euphrates and Tigris Steam Navigation Company.)

THE British India Steam Navigation Company (*Limited*) under Mail Contract with Government, will despatch a Steamer every 14 days to the Persian Gulf, touching at Kurrachee, Gundur, Muscat, Bunder Abbas, Lingo, Bushire, Fao, Mahomerah, and Bussorah.

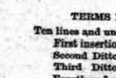
The Steam-ship COMORIN, 453 Tons, 80 H. P., Commander R. L. Turner, will be despatched on the 21st March 1870, at noon.

Up.	March	Down.	April.
Leave Bombay	21	Leave Bussorah	8
,, Kurrachee	25	,, Mahomerah	9
,, Gundur	29	,, Fao	10
,, Muscat	30	,, Bushire	10
,, Bunder Abbas	31	,, Lingo	12
,, Lingo ..... April	1	,, Bunder Abbas	14
,, Bushire	4	,, Muscat	16
,, Fao	5	,, Guadur	18
,, Mahomerah	6	,, Kurrachee	22
Arrive Bussorah	6	Arrive Bombay	23

N.B.—No cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH KURRACHEE



THE British India Steam Navigation Company (*Limited*), under Mail Contract with Government, and in connection with the Weekly Service from England, despatch a Steamer to Kurrachee every Monday at noon.

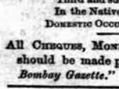
The steam ship MARTABAN, 115 tons, 110 H. P., Commander W. A. Hibbert, will be despatched on the 14th March 1870, at noon.

N.B.—No cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

CARWAR TO LIVERPOOL DIRECT.

Via Suez Canal.



THE first class Steam Ship LADY CLIVE, 804 tons register, 100 Horse Power, expected at Carwar about the first week in April, will load as above.

For Freight, &c., apply to

W. NICOL & Co., Agents.

Bombay, 2nd March 1870.

FOR LIVERPOOL DIRECT via SUEZ CANAL.

THE A. I. Steamer FIRE QUEEN, 796 tons register, 180 Horse Power, Wm. DAY, Commander, has excellent accommodation for first class passengers, and will be despatched hence about 20th instant.

For freight, passage, and further particulars apply to

W. NICOL & Co., Agents.

Bombay, 9th March 1870.

STEAM COMMUNICATION WITH THE MALABAR COAST.

Steamers LORD CLYDE, GENERAL HAVELOCK, GENERAL OUTRAM, and TILLY.

ONE of the above Steamers will be despatched every week to and from the Malabar Coast, calling at the intermediate Ports on the following days :—

Down Steamers.		Up Steamers.	
Leave Bombay	Saturday.	Leave Cochin	Friday.
,, Ratnagherry	Sunday.	,, Beypore	Saturday.
,, Malwan	,,	,, Calicut	,,
,, Vingorla	,,	,, Tellicherry	,,
,, Goa	Monday.	,, Cannanore	,,
,, Carwar	,,	,, Mangalore	Sunday.
,, Compta	,,	,, Compta	Monday.
,, Mangalore	Tuesday.	,, Carwar	,,
,, Cannanore	Wednesday.	,, Goa	Tuesday.
,, Tellicherry	,,	,, Vingorla	,,
,, Calicut	,,	,, Malwan	,,
,, Beypore	Thursday.	,, Ratnagherry	Wednesday.
Arrive Cochin	Thursday.	Arrive Bombay	Thursday.

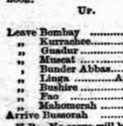
The Steamer TILLY, Captain Hanna, will be despatched according to the above table on SATURDAY next, the 12th instant, at 4 P. M.

NOWROJEE BHICAJEE, Manager.

No. 6, Borah Bazaar Street, 7th March, 1870.

ITALIAN STEAM SHIP COMPANY RUBATTINO.

(Direct service between Bombay, Messina, Naples, Leghorn, and Genoa. Cargo also booked to all other Mediterranean Ports with transhipment at Genoa.)



THE Steam Ship Company of Messrs. R. RUBATTINO & Co., under contract with the Italian Government, intend to ESTABLISH a regular LINE of STEAMERS, between the above named Italian Port and Bombay, and with this view have already despatched to this port their first-class Steamer AFRICA, 1,500 tons, Captain Donego, expected to arrive here in about a fortnight.

This steamer will accordingly be despatched hence on or about the 31st instant, with first and second class passengers and general cargo to the following ports, viz. Aden, Suez, Port Said, Alexandria, Messina, Naples, Leghorn and Genoa.

Insurance may be effected on very moderate terms under the Company's Floating Policy on goods shipped by their own Steamers.

For further particulars, rates of freight &c., apply to

VOLKART BROTHERS, Agents.

Bombay, 1st March 1870.

NEW OVERLAND ROUTE

(via SUEZ CANAL.)

DIRECT SERVICE BETWEEN BOMBAY and MARSEILLES, touching at ADEN, SUEZ, ISMAILIA, PORT SAID, and MARSEILLES.

LA COMPAGNIE MARSEILLAISE DE NAVIGATION A VAPEUR.—MARC FRAISSINET PERE and FILS will DESPATCH STEAMERS MONTHLY from BOMBAY to MARSEILLES, via the SUEZ CANAL, thus dispensing with the necessity of transhipment of Goods and Passengers at Suez and Alexandria.

Freight.—The Company undertake to grant through Bills of Lading for Aden, Suez, Port Said, Alexandria, Malta, Marseilles, Genoa, Leghorn, Civita Vecchia, Naples, Barcelona, Havre, and other Continental Ports. They have also made arrangements to forward Cotton at a through rate from Bombay to the principal towns in France, Germany, Switzerland, Italy, Belgium, and Spain.

Shippers will have the option, on due notice being given, of detaining at Marseilles Cotton destined for other parts of the Continent; the Freight on same to be regulated at the average rate paid by the same Steamer.

Freight on Goods shipped to Europe to be payable at Marseilles in French money.

The undersigned are further prepared to receive Merchandize from up-country, and to forward same to any part of Europe.

INSURANCE may be effected on very moderate terms, under the Company's Floating Policy, on goods shipped by their own Steamers. Premiums of Insurance from Bombay to Marseilles ½ per cent.

PASSENGER RATES.

(Inclusive of Wines, and all Transit Fees through the Canal.)

	1st Class.	2nd Class
To Aden	£ 25	£ 15
,, Suez	£ 40	£ 22-10
,, Port Said	£ 42	£ 24
,, Marseilles	£ 56	£ 36

Children over three and under ten years of age, half fare.

In accordance with the above, the Steam Ship ASIE, 1,200 tons, Captain Lafferre, will be despatched from Bombay on or about the 29th March, and will be followed by the EUROPE, Captain Martino, to sail about the 3rd May next.

For further particulars, rates of Freight, &c., apply to

KUNKLER, PREISWERCK, & Co., Agents.

Elphinstone Circle, 8th March, 1870.

DAILY MARKET PRICE CURRENT.

PUBLISHED by the MUNICIPAL COMMISSIONER.

THE DAILY MARKET PRICE CURRENT gives the MAXIMUM PRICES of all the ARTICLES sold in the ARTHUR CRAWFORD MARKETS. Delivered daily to Subscribers to the "Bombay Gazette" for ONE RUPEE a MONTH. Single Copies, One Anna each. Those wishing to subscribe will please apply to the Manager. "Bombay Gazette."

SHIPPING.

OVERLAND FREIGHT ROUTE.

STEAM TO LIVERPOOL, LONDON, TRIESTE, MARSEILLES, BRINDISI, VENICE, NAPLES, LEGHORN, GENOA, BARCELONA, HAVRE, ADEN, AND SUEZ.

THE Bombay and Bengal Steam Ship Company, under arrangements with other first class lines of Steamers from Alexandria, undertake to give through Bills of Lading for Goods via Egypt to the above and most other Continental Ports.

A limited number of passengers can be accommodated.

Rates of Fare.

{ To Suez—1st class £40, 2nd class £22. 10s. } Exclusive
{ To Trieste—1st class £53, 2nd class £34., } of Wines.

Exclusive of Transit.

Passengers by or for our Steamers will be furnished with First-class Tickets between Alexandria and Marseilles by Messrs. Fraissinet & Co.'s line for £10; making the passage-money between Bombay and Marseilles £50, exclusive of transit in Egypt.

We have arranged our departures from Bombay so as to arrive immediately before the departure of Messrs. Fraissinet's Steamer from Alexandria and avoid delay to passengers. The Marseilles Boats leave Alexandria every Thursday morning.

Steamers will leave Bombay every alternate Monday.

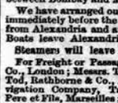
For Freight or Passage apply to Messrs. Stephen, Kennard & Co., London; Messrs. Tod, Kennard & Co., Liverpool; Messrs. Tod, Rathborne & Co., Alexandria; Austrian Lloyd's Steam Navigation Company, Trieste and Venice; Messrs. Fraissinet Pere et Fils, Marseilles; and Messrs. R. Rubattino and Co., Genoa; or to the undersigned in Bombay.

The Steam-ship MAGDALA, 2,200 Tons, Captain Thompson, will be despatched on MONDAY, the 14th March.

STEARNS, HOBART, & Co.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

MONTHLY LINE OF STEAMERS BETWEEN BOMBAY and TRIESTE, via SUEZ CANAL.



THE Company intends to despatch EVERY MONTH a Steamer from TRIESTE to BOMBAY, and *vice versâ*. The new Steamer SPHINX, 1,400 Tons, Captain R. Stevskal, will leave Bombay for Trieste on or about the 9th April, and will be followed by the new Steamer APIS, 1,400 tons, on or about the 1st May.

These Steamers have limited accommodation for a small number of Passengers.

PASSENGER RATES FROM BOMBAY :

	Cabin.	Deck without Food.
To Aden	£16	£6 -15
To Suez	£28	£11-15
To Port Said	£30	£12-10
To Trieste	£40	£16-10

Cargo taken for Trieste direct, also for Venice, Constantinople, and Odessa.

Besides the above direct line, there is a weekly service by MAIL STEAMERS between Alexandria and Trieste, and *vice versâ*, in conjunction with the P. & O. Co.'s Mail Steamers to and from Suez. The Austrian Lloyd's Mail Steamers leave Alexandria direct for Trieste immediately after the arrival of the Bombay and Calcutta Mails from Suez. The distance between Alexandria and Trieste is 200 miles shorter than that between Alexandria and Marseilles, and the voyage to Trieste is much more agreeable, it being a coasting trip full of variety of beautiful scenery from the Island of Candia to the Port of Trieste. The passage occupies only 4½ to 5 days, and the Company's best steamers are employed on this Line, which are built expressly for this service, with special regard to the accommodation and comfort of passengers, and have come to be considered as models on board. At Trieste the traveller to England has an extensive choice of picturesque and interesting routes, occupying from three days six hours to five days to London, at an expense varying from £7 to £13.

Passengers by the P. & O. Co.'s steamers to Suez can have their baggage forwarded by that Company's steamers to Southampton, at a charge of 10s. per cwt., to which the Austrian Lloyd's Agent at Suez will attend.

The undersigned Agents grant also passage tickets for the steamers and forges bought, sold, and exchanged.

"Office in the Fort, at No. 40, Meadow Street, next to the Bombay Gazette" office.

Railway tickets, from SUEZ to ALEXANDRIA, with all the privileges of passengers by the P. & O. Co., First Class, £4-10; Second Class, £2-8. Children over 3 and under 10 years at Half Fare.

Under arrangements made with the Bombay and Bengal Steam Ship Company, (Messrs. Stearns, Hobart & Co., Managers,) Passengers from BOMBAY can book through to TRIESTE *via* ALEXANDRIA at the following rates, (not including Transit through Egypt):—First Class, £53; Second Class, £34, exclusive of wines.

In conjunction with the Austrian Lloyd, Cargo for Trieste and Venice can be booked through from Bombay by the P. & O. Co., and the Bombay and Bengal Steam Ship Co., and via Bombay from the various ports touched at by the steamers of the British India Steam Navigation Company.

For further particulars, and for freight and passage apply to

A. C. GUMPERT & Co.,
Agents for the Austrian Lloyd.

Bombay, 30, Medows Street.

OVERLAND PASSENGERS.

Gentlemen proceeding Home will find all that is requisite in the following detailed list; the Goods being made specially for the passage and Home wear :—

REQUIREMENTS.

½ Dozen Silk and Wool Shirts.	1 Rug with strape.
2 ,, Under Vests.	1 Maud.
1 ,, Flannel Ditto.	1 Inverness Cape.
1 ,, Fine Cotton Socks.	1 Hand Portmanteau.
1 ,, Fine Merino Socks.	2 Overland Trunks.
½ ,, Fine Merino Drawers.	1 Clothes Bag.
½ ,, Colored Handkerchiefs.	1 Travelling Hat.
1 ,, White Cambric.	1 Courier Bag.
1 Oversall Suit.	1 Easy Chair.
2 Sleeping Suits.	1 Umbrella.
2 Pairs of Kid Gloves.	1 Pot of Brushes.
6 Scarfs and Ties.	Ladies' Overland Trunks.

Return Fares.—First Class Passengers embarking from India by the P. and O. Co.'s Steamer within six months of their arrival from England, and *vice versâ*, will be allowed a reduction of 20 per cent. on the Return Passage Money.

Bombay. BADHAM & Co., Apollo House.

FOR SALE, on board the Ship PRINCE OSCAR, a new BOAT, 18 feet long, with SAIL and AWNING complete. Also a young NEWFOUNDLAND DOG: to be seen on board the Ship. Apply to

Messrs. BYRAMJEE & MERWANJEE.

4, Nesbit Lane.

NEW ADVERTISEMENTS.

THE ALFRED DRAMATIC CLUB,
Established to commemorate the arrival in Bombay of
H. R. H. THE DUKE OF EDINBURGH,
Will shortly appear in an
ORIGINAL GOOGERATEE TRAGEDY,
ENTITLED,
PRINCE SIAVUKSH.

For further particulars see future Advertisement.

WATSON'S BUILDING, ESPLANADE.—TICKETS will be ISSUED for ADMISSION to the above on the NIGHT of the ILLUMINATIONS in the Harbour.

Price Rs. 5 each.

JOHN WATSON, SONS, & Co.

WILLS' TOBACCOS.

BIRDS' EYE,	CUT CAVENDISH,
LATAKIA,	SMOKING MIXTURE,

RECEIVED BY LAST MAIL.

TREACHER & Co. (Limited).

HARVEY'S NATIONAL CIRCUS
ON THE ESPLANADE.

TO-NIGHT, SATURDAY, 12TH MARCH.

GRAND DEMONSTRATION
COMMEMORATIVE OF THE GREAT EVENT,
THE ARRIVAL OF
H. R. H. THE DUKE OF EDINBURGH.

AN
IMMENSE PROGRAMME
For the occasion,
INTRODUCING THE COMBINED TALENT
OF
THE GREAT EQUESTRIAN
AND
GYMNASTIC TROUPE,
INCLUDING
THE SPLENDID STUD OF TRAINED HORSES
AND
THE GREAT TRICK AND DANCING HORSE
GREY LEG.

The following Artists will appear :

MADAME HENRIQUES,
THE TWO LITTLE BOYS
JOHNNY and FRANK,
Mr. FRANK STEBBIN,
Mr. JOHN LUPROIL,
Mr. JAMES LUPROIL,
Mr. ROBERT HILLIER,
Mr. ALEXANDER HENDERSON,
AND
Mr. HARRY WILSON.

THE CIRCUS IS SITUATED IN THE MIDST OF
THE ILLUMINATIONS.

PERFORMANCE COMMENCING IMMEDIATELY AFTER
THE GRAND PYROTECHNIC DISPLAY.

Reserved Seats at Messrs. SOUNDY & Co.'s.

NEW ADVERTISEMENTS.

DON'T READ THIS.

THEATRE ROYAL,
GRANT ROAD.

Sole Lessee .....Mr. DAVE CARSON.

THE LAST WEEK BUT ONE.

MONDAY, 14TH MARCH 1870,
FOR THE
BENEFIT
OF THE
ACCOMPLISHED VOCALIST AND MUSICIAN,
Mr. S. HERBERTE,
WHEN THE
GREATEST MINSTREL PERFORMANCE OF THE SEASON
WILL BE GIVEN.

THE BENEFICIAIRE
Will sing some of his
CHOICEST SONGS AND BALLADS,
Amongst which may be enumerated
"FATHER, COME HOME,"
AND
"THE DEATH OF NELSON."

Concluding with a
GRAND DRAMATIC TABLEAU,
BY THE
WHOLE STRENGTH OF THE COMPANY.

For the first time in three years,
DAVE CARSON
Will appear as
THE DELHI MUMMY.

A GRAND GALA NIGHT
OF
English, Irish, Scotch, French, German, and American Songs and Dances.

DAVE CARSON'S MINSTRELS
IN FULL FORCE.

After which
THE FOLLOWING STRONG DOSE
will be administered.

"Der Fine Old Deutscher Shentleman."
Mr. F. H. POLLOCK.

Come all you Lads that } ..... A West Country Ditty.
do Live at a Distance }
MISS FANNY WISEMAN.

The Twig of the Shannon ..... Irish Comic Song.
Mr. E. D. HAYGARTH.

Song..... The Horn of Chase.
Mrs. H. RICHARDSON.

Violin Fantasia (Lucia di Lammermoor) ..... Artot.
Mons. Semeladis.

Grand Aria (La Figlia del Reggimento) ..... Donizetti.
Mrs. DAVE CARSON.

TRIPLE HIGHLAND FLING.
Miss FANNY WISEMAN, Miss WADDY DEERING,
and Mr. O. DEERING.

GRAND DRAMATIC SCENA,
THE DEATH OF NELSON,
Mr. S. HERBERTE.

Concluding with a Grand Symbolical Display of
OLD ENGLAND'S GLORY.

OVERTURE ..... Orchestra.

The Evening's Entertainment will conclude with the original Negro Farce, entitled,

THE DELHI MUMMY.

Doctor Doublehead (a Virtuoso and Discoverer of the Elixir of Life)..... Mr. W. Breton
Mr. George Barnwell, Jun., (in Love with the Doctor's Ward)..... Mr. S. Herberte
Mr. Henry Mortimer (Member of the Royal Asiatic Society)..... Mr. W. South
Ginger Blue (The Doctor's Man, afterwards the Mummy)..... DAVE CARSON.

Reserved Seats may be secured at Messrs. SOUNDY & Co.'s, where a plan of the Theatre can be seen.

Doors open at 8-15. Performance commences at 9 P.M.

ON TUESDAY, 15TH MARCH 1870,
BY PARTICULAR REQUEST,
THE GREEN BUSHES
WILL BE REPEATED,
In order to give Mofussil Visitors an opportunity of witnessing
THIS GREAT DRAMA.

NOTICE.—The Owners of the Austro-Hungarian ship MARIETTA M. will not be responsible for any debts which, the Master or Crew may contract during the ship's stay in Bombay.

A. BARON D'UKERMANN,
Part owner of the ship Marietta M,
For self and Co-partner.

Byculla Hotel, 11th March 1870.

B. B. AND CENTRAL INDIA RAILWAY.

SPECIAL TRAINS.

A SPECIAL TRAIN will leave Bandora for the Marine Lines and intermediate Stations on SATURDAY next, at 5-30 P.M., and Marine Lines for Bandora and intermediate Stations at 11-30 P.M.

Periodical Tickets will not be available by these Trains.

J. R. DUXBURY,
Traffic Manager.

Bombay, 10th March 1870.

CHESSON and WOODHALL'S LIBRARY.

No. 11, Hummum Street, Bombay,
And No. 1, East Street, Poona.

PRINCE ALBERT. Selections from the Prize Translation of a Poem, by "Munsookh." Cloth bound and gilt lettered ..... Rs. 2 8
Ditto Ditto Paper Cover..... 2 0

Bombay, 19th March 1870. CHESSON & WOODHALL.

HOUSES, &c., TO LET.

TO BE LET, several Rooms and Godowns in Grant Buildings. Apply to the Manager, Land Mortgage Bank of India, Limited, Parsee Bazaar Street.

MALABAR HILL.—TO BE LET, from the 25th instant, the BUNGALOW now occupied by Edward Bigg, Esq. Rent moderate. For particulars apply to Messrs EDWARD BIGG & Co., Apollo Street.

TO BE LET, a large newly erected OFFICE (second story) in Apollo Street, opposite the Secretariat. For further information apply at the premises between the hours of 3 and 5 P.M. Also a large GROUND FLOOR of the same premises, which is well adapted for Office or Show-room.

TO LET, from 1st April next, two HOUSES on Malabar Hill, close to the Police Station, viz. No. 21, called CAMBRIDGE LODGE, now in the occupation of Dr. Rodger, and No. 22, called DURRANEE MAHAL occupied by Curzetjee Nowrojee, Esq.—For particulars apply at No. 19, Malabar Hill, to Mr. BOMANJEE JAMSEDJEE MOOLLAH.

19th March 1870.

MAZAGON LAND and RECLAMATION COMPANY, Limited, (In Liquidation).—TO LET, HOUSES Nos. 5, 26 and 32, at Mazagon. Rent Rs. 45, Rs. 40, and Rs. 70 respectively. No. 32 has stable accommodation.

For further particulars apply to Mr. G. GAHAGAN, the Company's Traffic Manager.

JAMES DICKSON,
For Self & Co-Liquidator.

Elphinstone Circle, 23rd December 1869.

ELEY'S AMMUNITION.
THE BOXER CARTRIDGES

For Snider-Enfield of .577 bore, and for the Henry, and Martini-Henry Rifles of .450 bore, adopted by Her Majesty's War Department, also of .500 bore for Military Rifles.

WATERPROOF CENTRAL-FIRE METALLIC CARTRIDGES with enlarged Base for small bores, adopted by foreign governments for converted-Chassepot, Berdan, Remington, and other Rifles; also Cartridges for Ballard, the Spencer, and American Henry Repeating Rifles.

The "ELEY BOXER" are the cheapest Cartridges known, carrying their own ignition, and being made wholly of metal, are waterproof and impreishable in any climate.

The above Cartridge cases (empty) of all sizes, and for the different systems of Breech-loading Rifles, can be had with of without the suitable Bullets and Machines for finishing the Cartridges.

BOXER CARTRIDGES of .450 bore for Revolving Pistols used in Her Majesty's Navy.

COPPER RIM-FIRE CARTRIDGES of all sizes, for Smith & Wesson's, Tranter's, and other Pocket Revolvers.

PIN-CARTRIDGES for Lefaucheux Revolvers of 12-m/. 9-m/ and 7-m/. bore.

CENTRAL-FIRE and PIN-FIRE CARTRIDGES for all sizes and systems of Guns, Rifles, and Revolvers.

Double Waterproof and E. B. Caps, Patent Wire Cartridge, Felt Gun Waddings for Breech and Muzzle Loaders, and every description of Sporting and Military Ammunition.

ELEY BROTHERS,
GRAY'S INN ROAD, LONDON.
WHOLESALE ONLY.

NOTICES.

GREAT INDIAN PENINSULA RAILWAY COMPANY.—NOTICE.—The OFFICES of the above Company will be CLOSED on FRIDAY and SATURDAY, the 11th and 12th instant.

H. P. LeMESURIER, Agent.

Bombay, 10th March 1870.

NOTICE.—The POWER of ATTORNEY granted to WILLIAM FRANCIS HIGGINS by his father, Michael John Higgins, of the Sir Jamsetjee School of Art, being cancelled, it is requested that statements of all Claims against, and Debts due to the Estate, be sent into the undersigned.

CHARLES CARTER,
Attorney for Michael John Higgins.

Victoria Buildings, Parsee Bazaar Street.

NOTICE.—BANK of INDIA (in Liquidation).—The undersigned are prepared to receive offers for the purchase of the remaining assets of the Bank. Particulars can be ascertained at the Office, No. 12, Elphinstone Circle.

J. A. J. SHAW,
BERAMJEE NOWROJEE, } Liquidators.

Bombay, 21st February 1870.

NEW BANK of BOMBAY (Limited).—NOTICE is hereby given, that the BANK, H. M. GENERAL TREASURY, GOVERNMENT SAVINGS BANK, and PUBLIC DEBT OFFICE, will be CLOSED on THURSDAY, FRIDAY, and SATURDAY, the 17th, 18th and 19th instant, on account of HOLI HOLIDAYS.

By order of the Board of Directors,
M. BALFOUR,
Secretary and Treasurer.

Bombay, 8th March 1870.

NEW BANK of BOMBAY (Limited).—NOTICE is hereby given, that the BANK, H. M. GENERAL TREASURY, GOVERNMENT SAVINGS BANK, and PUBLIC DEBT OFFICE, will be CLOSED, on the occasion of the VISIT OF HIS ROYAL HIGHNESS THE DUKE OF EDINBURGH, on FRIDAY and SATURDAY, the 11th and 12th instant.

By order of the Board of Directors,
M. BALFOUR,
Secretary and Treasurer.

Bombay, 5th March 1870.

GENERAL BUSINESS HOUSE
FOR
LAW AGENCY, SCHEDULE of INSOLVENCY, ARBITRATION, BROKERAGE, CONTRACT, LANDING and CLEARING, COMMISSION, &c., &c.

FRANCIS AZEVEDO,
No. 1, Bell Lane, Fort.

N.B.—Orders attended to promptly. Sufficient security furnished. Terms exceedingly moderate.

H. R. H. the DUKE of EDINBURGH.—A fine PORTRAIT of H. R. H. the DUKE of EDINBURGH in Coloured India paper engraved by William Holl after A. de Salome.

The original picture was exhibited in the Royal Academy of London, and was engraved by Royal command; it is the only engraved Portrait of H. R. H. in existence.

We have just received a few copies, and we can positively state that they are the only ones sent to India for sale.

Size of Picture 22 inches by 16 inches. They can be had either framed or unframed.

SOUNDY and CO.

BOMBAY OMNIBUS and GENERAL CONVEYANCE Co., No. 141, KHETWADDY ROAD.

Light and comfortable BROUGHAMS, SHIGRAMS, SOCIABLES, LANDAUS, DOG-CARTS, &c., with or without Horses, CAN BE HIRED at short notice, and at moderate charges.

(See Card Circulars.)

Carriages built or repaired on the premises, under the superintendence of Mr. Burdett.

The Farriery is under the supervision of a person of skill and experience.

Horses requiring treatment, or otherwise, received into the Company's Livery Stables, and every attention paid to the animals; as also Horses on Commission Sale.

NOTICE.—The undermentioned Banks will be CLOSED on the occasion of the VISIT of HIS ROYAL HIGHNESS THE DUKE OF EDINBURGH, on FRIDAY and SATURDAY, the 11th and 12th instant :—

For the Oriental Bank Corporation,
J. F. MOIR, Agent.
For the Chartered Mercantile Bank of India, London and China,
ROBT. CAMPBELL, Agent.
For the Chartered Bank of India, Australia, and China,
JAMES SIMPSON, Acting Agent.
For the Comptoir D'Escompte de Paris,
E. J. HARDCASTLE, Manager.
For the National Bank of India (Limited),
JAMES WINDRAM, Manager.
For the Agra Bank (Limited),
EDWARD MORRISS, Manager.
For the Hongkong and Shanghai Banking Corporation,
R. STEVENSON, Agent.

Bombay, 3rd March 1870.

NOTICE.—The undermentioned Banks will be CLOSED on THURSDAY FRIDAY and SATURDAY, the 17th, 18th and 19th instant, on account of the HOLI HOLIDAYS.

For the Oriental Bank Corporation,
J. F. MOIR, Agent.
For the Chartered Mercantile Bank of India, London and China,
JAMES SIMPSON, Acting Agent.
For the Chartered Bank of India, Australia, and China,
ROBT. CAMPBELL, Agent.
For the Comptoir D'Escompte de Paris,
E. J. HARDCASTLE, Manager.
For the National Bank of India (Limited),
JAMES WINDRAM, Manager.
For the Agra Bank (Limited),
EDWARD MORRISS, Manager.
For the Hongkong and Shanghai Banking Corporation,
R. STEVENSON, Agent.

Bombay, 7th March 1870.

TENDERS will be received by the Superintendent of Marine up to THURSDAY the 17th instant, at one o'clock P.M., from parties wishing to SUPPLY a Vessel, say (say 800 tons) or Sailing Vessel (say 1,100 tons) for TRANSPORT PURPOSES, to proceed to Kurrachee and back.

Tenders should specify a lump sum for each vessel for the trip. Ventilation to be cut and such Cabins, Fittings, &c., removed from the 'tween decks (as may be recommended by the Committee of Survey) and afterwards replaced solely at the expense of the Owners.

Fittings, Coal, Water and Provisions will be provided by Government, but such Water Casks and Tanks as may belong to the vessels should be available if required, and the tenders should specify to what extent this accommodation can be afforded.

The vessel accepted will require to be docked (if necessary), ballasted, and ready for final survey by the 22nd instant.

The expense attending Stamp Fees to be affixed to Charterparties as well as counterparts of vessels taken up to be borne by the Agents or Owners or Masters tendering.

The Agent for Transport will furnish any further necessary information to parties tendering.

The Superintendent of Marine reserves to himself the right of declining any tender without assigning cause for so doing.

NOTICE.—The date for inviting Tenders referred to above has been altered from the 17th to the 14th instant at 1 P.M.

By order of the Superintendent of Marine,
GEO. INGLE, Secretary

Superintendent's Office, Bombay, 1st March 1870.

NOTICE is hereby given, that JEEWUNBAEE, widow, the Executrix under the Will of the late Rustomjee Nowrojee, commonly known as Rustomjee Nowrojee Adamson and Major More, of Bombay, Parsee Inhabitant, deceased, hath contracted and agreed to SELL all that piece or parcel of LAND or GROUND, situate at Byculla, in the Island of Bombay, on the north side of the Bellasis Road; containing by admeasurement 16,857 square yards and 4 inches more or less; bounded on the south by the Bellasis Road, on the west partly by a private road leading to the Race Course and the compound of the Byculla Club and partly by part of the Race Course and partly by land in the occupation of the Trustees of the Byculla Club, on the north by land in the occupation of Mahomed Pellow, and on the east partly by land and premises in the occupation of Rustomjee Dossabhoy and Mahomed Bawker and partly by part of the Race Course and partly by land in the occupation of Surabjee Lalia, together with the messuages, tenements, or dwelling-houses, assessed under Nos. 9, 10, and 12, and now in the occupation of Frederick Rowland, James Dodds, and Charles P. Cooper, as tenants thereof, and also the Stables assessed under Nos. 11 and 13; the former held by the said James Dodds, and all other out-houses, erections and buildings standing thereon. All persons having any claim or demand on the said property, by way of inheritance, mortgage, or otherwise, are hereby required to make the same known, in writing, to the undersigned, within fourteen days from the date hereof, after which time the sale will be completed, and all claims preferred shall be considered as null and void.—Dated this 9th day of March 1870.

RIMINGTON, HORE, & LANGLEY,
Purchaser's Solicitors.

THACKER, VINING, & Co.,
RAMPART ROW, BOMBAY,

MISCELLANEOUS DEPARTMENT.
IN THE ART DEPARTMENT.

Ceramic Statuary	Coloured Lithographs
Fictile Statuary	Coloured Photographs
Engravings	Photographs of Indian Scenery
Chromolithographs	Photographs of Indian Costume
Oil and Water Colours	Sable and Camel Hair Brushes
Crayons and Pencils	Drawing Papers

Artists Materials generally.

SCIENTIFIC INSTRUMENTS.

Surveying and Engineering	Phantasmagoria
Mathematical	Dissolving View Lanterns
Optical and Meteorological	Telescopes
Nautical and Astronomical	Binoculars

MISCELLANEOUS STOCK, includes

Stationery of all kinds	Albums and Scrap Books
Printing & Stamping Presses	Inkstands of all kinds
Manifold Writers	Meerschaum Pipes
Letter Balances	Despatch Boxes
Gold and Steel Pens	Chubb's Boxes
Pen and Pencil-holders	Mordan's Boxes
Valonia Goods	A B C Boxes
Lamps and Lanterns	Tourist's Cases
Canteens	Cash Boxes
Fire Arms	Cutlery
Gymkhana Kit and Games	Chess and Backgammon
Bezique and Droll	Playing Cards
Jewellery	Electroplate
Filters	Sundries.

NOTICE.—All Goods in these Departments are priced at the rate of TWELVE ANNAS to the SHILLING of English cost and 25 per cent. discount is allowed on all Cash transactions.

THACKER, VINING, & Co.

Rampart Row.

METAL MART, BOREE BUNDER.—Just landed, two Portable Engines, by Messrs. Clayton and Shuttleworth, Lincoln, with enlarged Fire Boxes for burning wood fuel, and combining all the latest improvements :—

One	6 Horse Power nominal.	
One	8 ditto	ditto
One	10 ditto	ditto } shipped per Dilharree, and may be
One	12 ditto	ditto } expected shortly.

Band Fire Engines, by Messrs. Shand and Mason, London, with suction and delivery hose complete.

Two High Pressure Horizontal Steam Engines, each 12 horse power nominal, with boilers and mountings complete.

One Portable Steam Crane, complete to lift 5 tons, by J. Taylor & Co., Liverpool.

One 8 H. P. Horizontal Steam Pump, by Messrs. Shand and Mason, London, with boiler and fittings complete.

Also a Treble Action Pump, suitable for deep wells, and may be worked by hand or bullock power.

Double Barrel Lift Pumps, 6 in. bore, and 9 in. stroke, with 24 feet suction and 9 feet delivery pipe.

Galvanised Corrugated Iron Sheets, 6, 7, and 8 feet long, 16, 20, and 24 gauge.

A few Wrought Iron Plate Girders, 33 feet long, 24 inches deep, weighing about 1 cwt. per lineal foot.

Crab Winches, Galvanized Blocks, &c., &c.

Bar and Plate Iron, Cast, Shear and Blister Steel, &c., &c.

Estimates given for every description of Iron Work and

MILITARY.

ARRIVALS.—MARCH 11.

Baines, Colonel, 98th Foot, on duty, from Mhow.
Parkinson, Captain, 95th Foot, on duty, from Mhow.
Gabbett, Captain, 98th Foot, on duty, from Mhow.
Malcolmson, Captain, 95th Foot, on duty, from Mhow.
Kirkwood, Lieutenant, 95th Foot, on duty, from Mhow.
Maitland, Ensign, 95th Foot, on duty, from Mhow.
Barnett, Ensign, 93th Foot, on duty, from Mhow.
Campbell, Ensign, 95th Foo', on duty, from Mhow.
Creagh, Ensign, 98th Foot, on duty, from Mhow.
Showers, Ensign, 95th Foot, on duty, from Mhow
Bowles, Ensign, 95th Foot, on duty, from Mhow.
Scrivener, Paymaster, 95th Foot, on duty, from Mhow.
Hoard, Inspector of Musketry, 95th Foot, on duty, from Mhow.
Golding, Adjutant, 95th Foot, on duty, from Mhow.
Reid, Quartermaster, 95th Foot, on duty, from Mhow.
Semple, Surgeon, 95th Foot, on duty, from Mhow.
Philips, Captain, Poona Horse, on leave, from Seroor.
Morris, Lieutenant, Assistant Engineer, on leave, from Nuggur.
Hire, Lieutenant-Colonel, Assistant General Sirhind Division, on leave, from Umballa.
Stafford, Lieutenant-Colonel, 19th P. Regiment, on sick leave, from Peshawur.
Hayes, Captain, 23rd Bengal Royal Artillery, on duty, from Secundrabad.
Jackson, Colonel, 2nd Bengal Cavalry, on leave, from Bareilly.
Dodgall, Assistant Surgeon, Madras Medical Department, on furlough, from Rangoon.
Rose, Surgeon Major, Medical Department, on leave, from Morsdabad.
Bechers, Lieutenant-Colonel, Grenadier Regiment, on leave, from Ahmedabad.
Baigrie, Lieutenant-Colonel, Deputy Quartermaster General, on leave, from Poona.

DEPARTURES.—MARCH 11.

England, Lieutenant, Royal Artillery, from leave, to Poona.

SHIPPING.

DAILY FREIGHT REPORT—11TH MARCH.

London...	Cotton	£1 17s 6d.	Nom.p.ton
	Cases	£2 0s. 0d. to £2 5s. 0d.	
	Seeds	£1 10s. 0d.	
Liverpool	Iron Ships Cotton	£1 8s. 0d. to £1 12s. 6d.	"
	Wooden Ships "	£1 5s. 0d. to £1 10s. 0d.	"
	Myrabolns & Coir bdls	£0 10s. 0d. to £0 12s. 6d.	
	Seeds	£0 10s. 0d. to £0 17s. 6d.	
Havre	Cotton	£1 17s. 6d. to £2 0s. 0d.	
	Coffee	Nominal	
Overland	Steamers	£3 17s. 6d. to £4 5s 0d.	
Liverpool via Suez Canal		£3 0s. 0d. to £3 10s. 0d.	
China	Steamer Cotton	Rs. 8 to 9 per bale.	
	Opium	Rs. 25 to 30 per chest.	
	Sailing Ships	Nominal	
Calcutta	Salt	Rs. 3 0 0 to 4 0 0 per ton	
Calcutta to Bombay		Rs. 14 to 15 and Calcutta Port charges	
Mauritius		8 annas per bag nominal.	

ARRIVALS.

Mar.	Vessel.	Commander.	Destination.
10	Lord Clyde (s)	Kingcome	Cochin, March 4.
11	Dragon	McLennon	London, Nov. 4.
	Teasdale	Scarrow	Bangkok.

DEPARTURES.

Mar.	Vessel.	Commander.	Destination.
11	Phlox (s)	Baker	Coast and Goa.
	Ansari	Hillman	Falmouth.

THE HOOGHLY.

ARRIVAL.

Mar. 6 Madras (s) ..... McKirdy ..... Moulmein, Feb 26

DEPARTURES.

Mar. 6 North ..... ——— ..... ———
Kentuckian ..... ——— ..... ———
Doxford ..... ——— ..... ———

VESSELS IN BOMBAY HARBOUR.

FOR LONDON.

889 Agamemnon, George Elmstone—Whitwell & Co.

FOR LIVERPOOL.

361 Ambrose, Connell—John Farrar & Co.
1383 Ardgowan, Kerr—W. Nicol & Co.
1269 Arethusa, Lamont—John Farrar & Co.
1396 Aurora, Harriott—G. S King & Co.
2154 Bates Family, Hogg—E. Bates & Co.
1927 Bonnie Dundee, Connor—H. B. Touche & Co.
1380 Cathcart, Muir—Harbord & Co.
1314 Cornwallis, Brown—W. Nicol & Co.
1694 Duke of Newcastle, Airey—Nanabhoy & Sorabjee.
1594 Euxine, Hogg—E. Bates & Co.
995 Fleur de Lis, Thompson—Remington & Co.
1450 Greyhound, Jackson.
1339 Hyderabad—E. Bates & Co.
1219 Howden, Bell—E. Bates & Co.
1435 Iron Duke, Parry—Harbord & Co.
1273 Jane Law, Black—Young & Co.
1393 Macedon, Withycombe—Stenhouse & Co.
1925 Mallesy, Scott—Stenhouse & Co.
1180 Oberon, Towill—Coupland & Co.
1181 Ophelia, Strickland—Robinson & Co.
1165 Rialto, Babot—Stenhouse & Co.
1074 Sandringham, Leel—W. Nicol & Co.
1370 Sir Walter Scott, Shaw—Finlay, Scott & Co.
1531 Slieve Donard, Thompson—Merwanjee Nusserwanjee
1378 Sydney Dacres, Gillies—E. Bates & Co.
1398 Tennyson, Hawkins—Ewart, Latham & Co.
1349 Teviotdale, Nicol—Finlay, Clark & Co.
1215 Thetys, Evans—E. Bates & Co.
1193 Thunderbolt, Goldsworthy—Coupland & Co.
1434 Westminster, Berryman—Coupland & Co.

FOR HAVRE.

995 City of Brussels, Campbell—W. Nicol & Co.
1200 City of York, Auld—W. Nicol & Co.
679 Norval, Taylor—W. Nicol & Co.

FOR FALMOUTH FOR ORDERS.

1591 Auriga, Ronaldson—W. Nicol & Co.

FOR AMSTERDAM.

494 Loochoo, Beal—Finlay, Scott & Co.

FOR COLOMBO.

Acacia, Henderson—The Captain.
J. L. Hall, Blosley—Remington & Co.

FOR PERSIAN GULF.

648 Mozuffer, Landrais.

FOR COCHIN.

764 Eleutheria, Butchart—W. Nicol & Co.
290 Tilly (s), Hanna.
110 Mahi, Nacoda—Dinshaw & Co

FOR MALABAR COAST.

543 Reunion, Fermand—E. Baudry.

FOR SINGAPORE.

391 Aguia, Santos.

FOR RICE PORTS.

1332 Bulwark, Kelley—W. Nicol & Co.
1401 Cordillera, Berry.
1241 Gloucestershire, Lyle—Jefferson, Campbell & Co.
1450 Isabella Kerr, Kerr—R. Angus & Co.
1244 John C. Potter, McClure—P. & O. S. N. Co.
447 Juanita, Atkinson—The Captain.
633 Lady Macdonald, Kennedy—Scuthouse & Co.
1108 Malta, Harris—The Captain.
781 Martaban, Fife—Young & Co.
1911 Mariotta. Medenich.)
1177 Napier, Tait—Owen & Okell.
1180 Queen of the Lakes, Scobie—R. Angus & Co.
1132 Tim Whiffler, Cottier—M. Nusserwanjee.
416 Victor, Cederginst—The Captain.
708 Zulette, Lewis—Martin, Young & Co.

OVERLAND ROUTE.

1754 Baroda (s), Parish—Mails 26th March.
2179 Columbian (s), Hyde—Mails 19th March.
2290 Magdala (s), Thompson—B. B S. N. Co.
2201 Sumatra (s), White.—Mails 12th March.

LIVERPOOL VIA SUEZ CANAL.

1133 Calypso (s), Cole—Ritchie, Steuart & Co.—Sails 15th March.
1062 Dido (s), Pinchon—Ritchie, Steuart & Co.
790 Fire Queen (s), Day—W. Nicol & Co.

BARCELONA VIA SUEZ CANAL.

590 Ebro (s), Roig—B. Touche & Co.—Sails 15th March.

FOR NEW YORK.

989 J. P. Wheeler, Harris—D. Merwanjee & Co.

FOR HONGKONG.

1646 Orissa (s), Anderson.
569 Viscount Canning (s), Fredrickson.—Blackwell & Co.

FOR CALCUTTA.

790 Bushear (s), Hutchinson—B. I. S. N. Co.
989 Evening Star, Harley—H. Thavur & Co.
1499 Galatea, Wherland—W. Nicol & Co.
816 Ismail, Jones.
1284 Kodabux, Row.
1116 Lord Clyde, Ellis—Rustomjee Framjee.
1035 River Krishna, Rice—Soares Brothers.

FOR MADRAS COAST.

786 Yokohama, Blunt—P. & O. S. N. Co.

FOR ZANZIBAR.

294 Bhownuggur, Fladrshud—Rahimon Allybhoy.
660 Coromandel, Dow.

FOR BOSTON.

962 Timour, Spooner—J. P. Cornforth & Co.

FOR KURRACHEE.

453 Comorin (s.) Turner—B. I. S. N. Co.

FOR MANILLA.

932 Kate Winifred, Starkey—Jefferson, Campbell & Co.

FOR CALLAO.

1125 Wolfville, Coulter—Rennie, Scovell & Co.

COUNTRY TRADERS.

325 Futteh Lilla—Nacoda.
711 Hamoody—Nacoda.
930 Hindoostan, Hugon—H. M. Mirza Suffee.
694 Myaram Dyaram, Nacoda—Hurribhoy Mooteram.
65 Shawool, Homid—Mulla Cassim.
538 William Stewart, Cock—Stenhouse & Co.

P. AND O. COMPANY'S STEAMER.

1185 Madras (s), Perrine.

GOVERNMENT TRANSPORTS.

Dacca (s), Day—B. I. S. N. Co.
H. M. Dryad (s), Colomb.
H. M. Lord Elphinstone (s), Carpendale.
H. M. Dalhousie.

NOT FIXED.

1197 Amaranth, Owen—John Farrar & Co.
1236 Annie Frost, Brodie—Blackwell & Co.
1348 Ashgrove, Fullerton—The Captain.
188 Annot Lyle, Pillar—Finlay, Scott & Co.
2718 Art Union, Marden—Blackwell & Co.
1266 British Consul, Raymont—Ritchie, Steuart & Co.
1499 British Empire, Donchar—Sir C. Forbes & Co.
1285 British Flag, Mills—Jefferson, Campbell & Co.
1265 British India, Wemyss—Finlay, Scott & Co.
1417 British Sceptre, Fendall—E. Bigg & Co.
996 Braunstone, Owen—Pelly & Co.
2080 Calcutta, Maxwell—Wallace & Co.
1372 Calcutta, Morrison—W. Nicol & Co.
523 Calypso, Johnson—Lawrence & Co.
830 Cameo, Benson—Finlay, Clark & Co.
1217 Canute, Ellis—Ritchie, Steuart & Co.
1245 Cashmere, Tobin—The Captain.
936 Cashmere, Kingman—Dossabhoy Merwanjee & Co.
1394 Canute, Quinn—Rennie, Scovell & Co.
1378 Celestial Empire, Pardon—Stenhouse & Co.
1274 City of Richmond, Starkie—Stenhouse & Co.
1199 City of Venice, Swan—W. Nicol & Co.
798 Cornuvia, Wilson—The Captain.
656 Clarendon, Davis—Pallonjee Framjee & Co.
696 Dragon, McLennon—W. Nicol & Co.
1103 Eastern Belle, Greig—Harbord & Co.
1245 Eastern Light, McKee—Nanabhoy & Sorabjee.
776 Elizabeth Osile, Glazier—Coupland & Co.
1213 Erminta, Shields—John Fairlie & Co.
488 Eros Bjorn—G. S. King & Co.
533 G. R. Mosle, Duck—Bell, Ventz & Lucius.
680 Garnock, Auld—Robert Bell & Co.
1446 Glenlyon, McIntyre—Rennie, Scovell & Co.
1328 Hahnemann, Milligan—Rennie, Scovell & Co.
1117 Helen Scott, Gribble—Coupland & Co.
1324 Her Majesty, Downie—Ritchie, Steuart & Co.
1898 Houghton Tower, Murray—Finlay, Scott & Co.
724 Inverness, Donkin—W. Nicol & Co.
975 John Temperley—Stenhouse & Co.
1176 Jumnur, Winks—W. Nicol & Co.
850 Lammershagen, Georgensen—Knoop & Co.
1280 Louisa Fletcher, Luckie—G F. Pim & Co.
1283 Magnificent, Thomas—Owen & Okell.
1109 Marathon, Davies—Ritchie, Steuart & Co.
475 May Queen, Brown—Merwanjee Nusserwanjee.
1196 Michael Scott, Llewellyn—R. Steuart & Co.
1360 Mornington, Williams—Owen & Okell.
959 Octavia, Bristow—W. Nicol & Co.
1292 Prince Oscar, Long—L. A. & A. Co.
1003 Proserpine, Brogger—The Captain.
783 Romulus, Needham—Volkart Brothers.
670 Royal Albert, Davies—Coupland & Co
1458 Royal George, Hogg—Owen & Okell.
1033 Sam Mendel, Murdoch—Coupland & Co.
1288 Scimitar, Potts—Ritchie, Steuart & Co.
1257 St. Michael, LeMee—H. A. Noor Mahomed.
847 Talbot, Oughan—Rattonjee Bomanjee.
1348 Teresa, Brown—Rennie, Scovell & Co.
334 Tesodale, Scarrow.
579 Thames, Patterson—The Captain.
1745 The Tweed, Stewart—Sir C. Forbes & Co.
1152 Tythonus, Creen—Ewart, Latham & Co.
1090 T. E. Lemon, Rainey—Owen & Okell.
1226 Western Belle, Montgomery—Merwanjee Nusserwanji
1448 White Jacket, Johnson—Nanabhoy & Sorabjee.
1293 William Fairbairn, Elder—J. P. Cornforth & Co.

HIS ROYAL HIGHNESS THE DUKE OF EDINBURGH'S VISIT.

NOTICE.—Owing to an alteration in the Programme, the FLOWER SHOW at the VICTORIA GARDENS is POSTPONED until THURSDAY, the 17th instant.

W. GRAY, M.B.,
Bombay, 12th March 1870. Secretary.

NOTICE.

H. R. H. THE DUKE OF EDINBURGH will receive the ADDRESS of the PUBLIC OF BOMBAY at 11-15 A.M. THIS DAY, at Parell. The Members of the Deputation are requested to be present fifteen minutes before that hour.

ARTHUR CRAWFORD,
12th March 1870. Chairman.

NOTICE.

H. R. H. THE DUKE OF EDINBURGH will receive the ADRESS of the CORPORATION at 11-15 A.M. THIS DAY, at Parell. The Members of the Select Committee and the Finance and Standing Committees are requested to be present at least fifteen minutes before that hour.

A. R. SCOBLE,
12th March 1870. Chairman.

PUBLIC ORDER.

GENTLEMEN not holding TICKETS of ADMISSION to the New Secretariat, and who may desire to witness the Display of Fireworks from their Carriages, are requested to apply to the Commissioner of Police for Tickets to admit their Conveyances to the space (which is very limited) near the Bandstand.

2. With the view to prevent disappointment the public are requested to take up their places as early as possible on the evening of the 12th.

3. The Commissioner of Police feels sure that in carrying out the necessary arrangements for the preservation of order the Police will receive no opposition from the public, and thus prevent much confusion and inconvenience.

F. H. SOUTER,
Commissioner of Police.
Bombay, 10th March 1870.

PUBLIC ORDER.

FOR the PRESERVATION of ORDER during the GENERAL ILLUMINATION arranged to take place during the approaching visit of HIS ROYAL HIGHNESS THE DUKE OF EDINBURGH, K.G., K.T., G.C.S.I., the following arrangements have been made, and are hereby notified for general information under the authority of Government, and in accordance with the provisions of section 77 of Act No. XIII. of 1856:—

1. The general illumination of Bombay will take place on the night of the 12th instant.

2. His Royal Highness, accompanied by His Excellency the Governor and suite, will start from Government House, Parell, at about 8 o'clock, and proceed by the Parell road, Bhondy Bazaar, Moombadavee, Kalkadavee, and Esplanade Main roads, to the new road close to the Frere Fountain.

3. On the arrival of His Royal Highness at that point the carriages of His Royal Highness and of His Excellency the Governor, with those of the officers in immediate attendance, will proceed to the private or western entrance of the New Secretariat Buildings, where His Royal Highness will alight and witness a display of fireworks, to be exhibited on the verge of the sea at Back Bay; all other carriages following those of His Excellency not having tickets for the private entrance will diverge at the Frere Fountain and proceed by Rampart Row to the eastern entrance of the New Secretariat, where the occupants will, if in possession of tickets of admission, alight and take their places. From 6 to 7½ P.M., persons having tickets of admission to the Secretariat Buildings will be allowed to enter by the eastern entrance.

3. The carriages will be drawn up on the roads under the direction of the police; and on the conclusion of the display of fire-works the carriages of His Royal Highness and of His Excellency the Governor and suite will resume their route and pass by Church Gate street, Elphinstone Circle, Bazaar Gate Street, Esplanade Market Road, Shahk Memon Street, Moombadavee Road, the Bhendy Bazaar, Baboola Tank, Mazagon, Victoria and Parell roads to Parell.

5. No carriages will be permitted to fallin with the procession on its return journey until the carriages of His Royal Highness and of His Excellency the Governor and suite shall have fairly entered Church Gate Street.

6. During the passage of His Royal Highness through the Fort and native town, no car, carriage or other vehicle containing spectators shall be permitted to be drawn up on any part of the roads above-named, nor shall any such cart, carriage or other vehicle be permitted to meet or pass the procession at any point of its progress.

7. The carriages of officers and gentlemen desirous to accompany the procession may be drawn up in single line facing southwards and on the eastern side of the road from Lal Baug to Pydhonee on the Parell road, and remain stationary till the procession shall have passed, when they may join the cortège. No carriages will be allowed to stand on the narrow road between Pydhonee and the Money School.

8. Carriages, &c., containing spectators may be drawn up, under the direction of the police, at such places on and near the esplanade roads as will be indicated at the time.

9. No unnecessary obstruction will be offered by the Police to the passage, under special circumstances, of any carriage or other vehicle along or across any part of the said line of route in advance of the procession.

10. Public carts or other hack vehicles drawn by bullocks will not be permitted to be driven along any of the above-mentioned streets or roads on the night in question, between the hours of 8 and 12 o'clock.

F. H. SOUTER,
Commissioner of Police,
Bombay, Police Office, 5th March 1870.

Approved and confirmed.

By order of the
Right Honourable the Governor in Council,
W. WEDDERBURN,
Acting Secretary to Government.
Bombay Castle, 8th March 1870.

THE INDIAN TRAVELLERS' GUIDE FOR MARCH.

PRICE—EIGHT ANNAS.

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BOMBAY GAZETTE STEAM PRESS.

DOMESTIC OCCURRENCES.

[THE CHARGE FOR NOTIFYING A DOMESTIC OCCURRENCE IS ONE RUPEE AND THE ANNOUNCEMENT MUST BE AUTHENTICATED.]

BOMBAY.

MARRIAGE.

WILLANS—KEATINGE—March 7th, at Mount Aboo, by the Rev. A. Miller, T.J. Willans, Esq., Lieutenant Royal Engineers, elder son of J. G. Willans, Esq., 88, Stephen's Crescent, Bayswater, to Fanny Pottinger, daughter of Lieutenant-Colonel Keatinge, V.C., C.S.I., Governor General's Agent, States of Rajpootana.

BENGAL.

MARRIAGE.

CUNNINGHAM—CLINCH—March 5th, at the Cathedral, Calcutta, by the Right Reverend the Bishop of Calcutta, Edward J. Cunningham, of Delhi, second son of the Reverend F. M. Cunningham, Rector of Witney, Oxfordshire, to Laura Emily, second daughter of the late John Clinch, Esq., of Witney.

NORTH-WEST PROVINCES, &c.

DEATH.

CANTOR—March 5th, at Mirzapore, Lillie Desborough, the wife of Captain C. H. Cantor, Staff Corps, aged 24.

NOTICE.

All CHEQUES, MONEY ORDERS, and other Remittances sent to this office, should be made payable to the "Proprietor of the *Bombay Gazette*."

Bombay Gazette Office, Bombay.

The Bombay Gazette

SATURDAY, MARCH 12, 1870.

A VERY interesting and comprehensive paper upon the sanitary condition of our great hill station, Simla, appears in the current number of *The Indian Medical Gazette*. It is from the pen of Dr. Lees, who until recently occupied the post of civil surgeon at that station, and who therefore was afforded the best opportunities of observing the general and local conditions of the sanitarium and their effect upon the rate of disease.

From his report we learn that the death-rate for the past year stands at 18·8 per 1,000—which is exceedingly satisfactory, and compares most favourably with most of our English towns and villages. It is also well to recollect that many of those who avail themselves of a sojourn in Simla are, on their arrival, suffering from ill health, and this more particularly seems to be the case with children, amongst whom the larger mortality has occurred. The series of investigations Dr. Lees has carried out, and the tables that he has furnished, prove that the *climate* of Simla is exceedingly favourable for children, that they benefit much in their younger days by a residence there, and that they are to a certain extent more free from epidemic infantile disorders than they would be in many parts of England. It is a curious fact that no death occurred between the ages of five and twenty years. The relative proportion of mortality between infants and adults is not so satisfactory however, and at first sight it seems difficult to reconcile the statement that children are improved by the climate of the sanitarium, and yet that the death-rate in proportion to general mortality is higher. Dr. Lees clears up this difficulty. He points out that the infant population is largely in excess of the average town or country districts at home. In Scotland, for instance, 13·66 is the percentage of children under 5 years of age, but in Simla, by the last census, it was shown that 18·9 of the European inhabitants were so classed. Taking this fact, the mortality places Simla midway between the very healthy rural district, and the moderately healthy town district in Scotland; which country, it must be borne in mind, exceeds the rest of the British Isles as 55· is to 68·. The author, however, honestly confesses that the *sanitary condition* of Simla has much influence upon infant mortality, and that much requires to be done in this direction before the full benefits of its *climate* can be felt.

He remarks that the water supply, although deficient at certain seasons, or in periods of long drought, is at other times ample, and that the subject of storage is one demanding close and immediate attention. He very aptly notices the immense waste that occurs, and also draws observation to the general failing as regards the purity of the well water available. It is satisfactory to know that the whole matter is now under the consideration of the Resident Engineer, from whose efforts we expect most valuable results.

Simla is not a cheap residence, and we are sorry to find that the prices of articles of diet are not regulated by competition, but seem to be raised to their present standard owing to a degree of independence and co-operation amongst the tradesmen themselves. This, of course, is a difficult matter for governmental interference, but yet we cannot altogether forget that in Bombay much has been done by price currents, and certain supervision, to stop extortion and imposition, more especially in relation to the native population, who suffer most from any system of monopoly. It is a fact worthy of some notice that the admissions into the jail have seemed to bear some relation to the rise in the price of provisions, and the larger percentage of prisoners have been the domestic servants. The conservancy of Simla is in a very unsatisfactory state. Retrenchment has exercised a baneful influence in this particular; and if, as Dr. Lees states, one sweeper has apportioned to him *ten houses*, this year as last, but small hopes can be entertained that an improvement will be visible. Dr. Lees touches very forcibly upon the disposal of the sewage, and also upon an improvement in the matter of drainage. The existence of *wooden* drains is not in accordance with advanced ideas of sanitation, and the present defective latrine accommodation in reference to the native population of the bazaar and cantonment are unfortunate, to say the least of it. Strong reasons are evidently present in relation to the condition of Simla, pointing out how advisable the appointment of a Health Officer is. The post is one of much responsibility, and would require special tact for its proper fulfilment. Our Medical Officers are, however, fully competent in this matter, and a selection could be a work of no difficulty. Until such an officer is appointed, whose whole time should be devoted to the subject of sanitation, whose opinions should be received with confidence, and whose suggestions should be carried out with alacrity, we fear but slight advance will be made in thoroughly establishing Simla as a sanitarium of its true value. Dr. Lees concludes his admirable report by some remarks upon the inequality of the European and native taxation. His observations are well worthy of the attention of the authorities, and it is only fair to expect, and to insist, that the residents of the bazaar and the traders generally, who owe all to the fact that Simla holds the administrative head quarters of our army and the country generally for many months of the year, and is the favourite sanitarium for visitors, should at all costs contribute largely to the perfecting and carrying out those measures so well calculated to place this station in its healthiest condition.

IN the addresses presented to Dr. Wilson by the students and converts of the missionary schools, allusion is made to his endeavours to extend the benefits of education to the lowest castes—the "Mahars, Mhangs and Woralis." A little incident has lately occurred in Khandeish, so a native contemporary informs us, which illustrates the extreme difficulty which attends all such efforts. It appears that a high official in that province—and if all rumours be true, officials in Khandeish are somewhat high in their procedure—determined at one fell blow to knock down the barriers of caste and deal out an equal measure (of education) to the Brahmin and the Mahar. Accordingly he ordered, and the order it seems was obeyed, that from that day forth the Mahar children should have free right of entry into the village school. The Mahars accordingly were admitted to the school and the school was deserted by boys of all other castes. Such is the story as we read it in the pages of an indignant contemporary.

Of course from a logical point of view the Collector, or whoever the official in question was, was perfectly justified in his proceeding. All alike pay taxes, and such Mahars as hold fields pay the educational cess. The Mahars do not wish to turn out the Brahmins, or Khoonbis, they are willing enough to drink at the same fountain of knowledge, and fastidiousness is an expensive taste, and those who indulge in the luxury should be made to pay for it. All this is true enough in principle, but as the Mahars are in such a decided minority, and it is our object to educate as large a proportion of the people as possible, the principle of "one man is as good as another" must be acted on with some modifications. If it is to be a question of either educating the Mahars or the rest of the population, the majority must prevail and the Mahars must be left in their present state of ignorance. They are not in sufficient numbers to keep up schools alone, and their entry "by authority" into the present schools will do them no good, as the schools will be deserted and shut up.

Dr. Wilson promises us that when the true doctrines of caste come to be better known—and thanks to his labours, they are daily becoming so—many of the caste distinctions will be done away with; so there is hope that time and enlightenment may cure this evil as it has done many others. We are not at all sure that a vigorous effort might not now do away with the absurd prejudice which keeps out a large class of the population from the benefits of education, benefits for which they pay in common with other classes. Dr. Wilson says he always told the natives, it should be as in the army where the Brahmin and the Mahar are on an equality. We repeated this a day or two ago to a native schoolmaster. He answered, "Oh, if the people would only begin to look on it so." That's what it is, if ever the people could see,—not that there was no harm in a Mahar and a Mahratta sitting side by side, we believe they see that now,—but if the people would only see that no one else would think the worse of them if they would only evercome this prejudice. There is an organ—Public Opinion—which they are all afraid of, much the same feeling which holds back many a man from trade in England who would not hesitate to set up a store in Australia and sit behind the counter in his shirt-sleeves. The village schools are perhaps too recently established for any measures like that in Khandeish to succeed, although we are very much inclined to doubt whether the schools would long remain deserted. But meanwhile we think that some steps might be taken to prevent the Mahars being left a generation behind the rest of the population. We would suggest a compromise. The masters as a body would not, we are sure, think themselves degraded if they were compelled to teach all castes, and one hour a day would be sufficient to give a class of ten or twelve Mahars such elementary instruction as is necessary to teach them "the three R's." We would suggest that a separate class might be formed in villages where there are ten or twelve Mahar children who would attend the school and they might be instructed for a short time after hours. Or in school houses a slight partition might be run up and the children of the higher castes be saved from the pollution of rubbing shoulders with the Mahar children by the friendly interposition of lath and plaster, and all castes might be instructed at the same time. We do not think the partition would be necessary for many years. We believe, from our own experience of the two castes, that the Mahars are at least as intelligent as the Khoonbies and would be more willing to send their sons to school than the latter, as the Mahars do not as a rule possess many cattle and are not therefore tempted to make use of their children as cowherds as the Khoonbies are. The American Mission has established schools in some villages which are well attended by the children of the lower castes, and we believe that in the larger towns there are Government schools for the same classes. But some method for extending the benefits of education equally to all classes is eminently desirable, and we cannot help owning to a secret admiration for the logical if imprudent decree of the ruler of Khandeish. It is unfortunately not the first time a similar experiment has been tried, and we are afraid that the result will show that all such efforts to force the people to overcome their prejudices are worse than fruitless. The conquest must be gradual.

GENERAL MCMURDO, C.B., succeeds General Haly in the Peshawur Division.

COLONEL SIR W. MEREWETHER, Commissioner in Sind, is expected to arrive here to-day.

LORD NAPIER OF MAGDALA, we hear, may probably not reach India till a week or so later than originally intended.

CAPTAIN W. T. EDEN, of H. M.'s 18th Regiment N. I., has been appointed Staff Officer at Rajcote, in succession to Captain J. Jopp, who goes home on furlough.

THE Viceroy, who left Jubbulpore on Wednesday morning at 9-15, and who was to proceed by the new Chord line, expected to reach Calcutta at 7 P.M. on Thursday. His Excellency leaves Calcutta again on the 31st instant for a tour through the Salt Range and Peshawur, and may reach Simla about the middle of April.

A DETACHMENT 2nd Grenadier N. I. will hold in readiness a guard of honour of fifty rank and file, under the command of a native officer, to parade in full dress to-day at the Government Dockyard Pier to receive His Highness Meer Ali Moorad of Khyrpoor. A salute of fifteen guns will be fired from the saluting battery for His Highness on landing. Lieutenant-Colonel Whittaker, Staff Corps, will attend at the Government Dockyard Pier to receive His Highness.

UNDER some misapprehension the "Friend of India" has stated that the Bombay Government published "the deficit correspondence without the permission of the Government of India." On the contrary direct permission to publish the letters and telegrams was accorded by the Supreme Government. Under date January 17th, 1870, will be found the following passage:—"The questions that arose in connexion with matters now under consideration having been disposed of, His Excellency the Governor in Council has no objection to the publication of the conclusion of the correspondence." The only portion previously published was the Bombay Government Resolution ordering certain reductions.

LATEST TELEGRAMS.

[PER REUTER'S AGENCY.]

LONDON, 7TH MARCH.

A DEPUTATON of Irish members, urging an extension of the Ulster Tenant Right in the other provinces, waited on Saturday upon Mr. Gladstone, who promised to give the matter his careful consideration.

Advices from Canada state that the attempt of Schultz to overthrow the insurgent Government has failed, owing to the settlers not having supported him. The majority of Schultz force has since been captured, but he himself has escaped.

FRANCE.

FRANCE has proposed to send an Ambassador to the Œcumenical Council.

LONDON, 8TH MARCH.

IN the House of Commons last night, the Hon. Mr. Vivian, in replying to Captain Stackpool, said that he considered it unnecessary to sanction the wearing of beards in England. Troops returning from India must conform to the Queen's regulations.

Mr. Cardwell, in replying to Sir Robert Anstruther, said that Lieutenants selling out under the new regulations, before succeeding to a company, received the regulation price. Major Anson said that the result would be to stop promotion. Mr. Cardwell promised to reconsider the question.

The debate on the Irish Church Bill was carried on chiefly amongst the Irish members. Mr. G L. Bryan and the Hon. C. W. White seconded the motion of rejection. The majority of the speakers criticized the details of the Bill.

THE LAYING OF THE CABLE.

A TELEGRAM by the cable, dated noon yesterday, says all was going well in the paying out from the Hibernia. Another telegram says that the Great Eastern arrived at Aden at 1 P.M. yesterday.

ARRIVAL OF THE DUKE OF EDINBURGH IN BOMBAY.

HE has come at last. A visit to which we have looked forward for more than a year, and for which all Bombay has been busy preparing during the last few weeks, has at last come to pass. Need we say that we allude to the arrival of the British Prince who has been officially styled His Royal Highness the Duke of Edinburgh, K.G., K.T., G.C.M.G., G.C.S.I., P.C., R.N. It was at Bowe Bunder, at five o'clock, that the Duke was to alight from the train which brought him from the Central Provinces, where he was present at the railway ceremony at Jubbulpore on Monday and had some shooting near Bagra on Wednesday. As may be supposed, the road leading to the station was crowded with people, even for an hour or two before the time of arrival. The station itself, usually of so melancholy an appearance, was gay and cheerful on this occasion. All that evergreens and flags and good taste combined could do was done to render the station attractive. A very handsome gallery, some six seats deep, was raised all along the platform facing the main line, and on the left hand as one entered. Part of the space in the centre was reserved for the Governor and party, or for those of them who chose to sit down at all, and at the further end there was another place reserved for the Native Rajahs, Chiefs and Sirdars. The entrance to the station was particularly well decorated and had the royal arms over it, while facing it, on a building on the other side of the approach, was a device bearing in prominent characters "WELCOME TO BOMBAY." At the other end of the platform also we noticed in a prominent place, where they would be seen by the passengers as they arrived, the words "Welcome Prince Alfred." A very numerous and brilliant assemblage of ladies and gentlemen graced the railway platform with their presence. Most of the gentlemen holding official positions or high in the services remained standing in front of the gallery, and it is not often our local notabilities are seen gathered together in such strong force. Besides military gentlemen there were many others who contributed to make the spectacle interesting by wearing uniform. The handsome dress of the Political officers was frequent and conspicuous, and the Court dress also was to be seen. Sir Leopold Heath, with a mass of medals on his breast, represented the Navy; the Lord Bishop contributed the clerical element, and we noticed two officers, no doubt of high position, from the Portuguese Army of Goa. A few native gentlemen, also, were with those who honoured the Prince by standing whilst they waited for him, among them the Oriental Translator to Government, Mr. Venayek Wassoodew, a very indispensable personage when Native Chiefs are present; several members of the Legislative Council, and an irrepressible Parsee gentleman whom to local readers it is quite unnecessary to name. As we have said, the attendance of Rajas and Chiefs, from one who receives a royal salute, down to those of low degree for whom a few ruffles are considered sufficient, was large and imposing. At the top of the list was the Gaekwar, the twenty-one gun potentate, who came at the same time as His Excellency the Governor, glittering with jewels—looking, however, somewhat fatigued and bored: sensations which (trite moral reflection) even all the revenue of Baroda cannot render one proof against. Next there was the young Raja of Kolapore, already assuming a somewhat portly Oriental appearance and with the unmistakable Mahratta type of countenance. On this occasion he wore a fine green silk dress and was talkative with everybody, which, as he has the reputation of being an educated Raja, who knows English "*of* course," he was bound to be. The intelligent looking Rao of Kutch, who now finds himself in a strange territory for the first time in his life, was also there. A very interesting personage amongst the assemblage was the Chief or Sooltan of Lahej, who has a singularly intelligent benevolent face which seems to belie the stories of what he was capable of, and what he did, when he was at war with the infinitesimal fraction of the British Army that enjoys a temporary home in the paradisaic peninsula of Aden, a little campaign caused, we believe, by his putting obstacles in the way of the supply of firewood to the camp. His physiognomy is the pure Arab, so also is his gait—the slow stately stride—and his dress was brilliant and tasteful. With him was an interesting lad, a son, we imagine. Next, mentioning them in the order of precedence, were the Nawab of Joonaghur and the Raj of Drangdra. Our interesting neighbour the Nawab of Jinjeera was there, a sufficiently prepossessing Mussulman gentleman in appearance, rather over the middle age and with a somewhat light complexion that made the name of Seedee, by which he is commonly known, a libel. We saw also the Mahratta Raja of Jowar, a young and interesting lad who can speak some English and is laudably fond of practising conversation with people near him. It would have been curious had we missed the gentlemanly elegant form of the Chief of Jumkhundee. And among the other Mahrattas were the respected Punt Pritinidhi of Kurar who held for some time a seat in the local Legislative Council, and the Chief of Vinchoor, the author of the interesting epistle we published some time ago in regard to a memorial clock which he wished, and has received from Government permission, to raise in Poona in connection with the visit of Prince Alfred to this presidency. Let us mention in a lump the names of the remaining Chiefs and Sirdars present, the Raja of Akulkote, the Chief of Sanglee, the Chief of Meeruj, the Elder Chief of Koorundwar, the Hon'ble Venayek Rao Appa Saheb and Gunpatrao Bappoo Saheb, Koorundwarkurs, the Punt Sucheo of Bhore, and the Chief of Jutt. While on the subject of names we may give here a list (arranged in no particular order) of many of the gentlemen whom we saw on the platform:—H.E Sir Augustus Spencer, Commander-in-Chief, and staff, the Hon'ble the Chief Justice, the Lord Bishop of Bombay, the Hon'ble Mr. Mansfield, the Hon'ble Mr. Tucker, the Hon'ble Messrs Sassoon, Bellasis, Campbell, Mungaldass, and Byramjee Jejeebhoy, the Hon'ble Justices Westropp, Sargent, Gibbs, Warden, Lloyd, Melvill and Bayley, Sir Leopold Heath, Sir Rutherford Alcock, Sir Jamsetjee Jejeebhoy, Brigadier-General Stock, Colonel Ballard,

the favour of my Sovereign has been imposed upon me is by no means a light one, and the responsibilities attached to it are heavy; but the burden of the task would be intolerable, and the proper discharge of my duties impossible, could I not count, as I do, on the generous support of my countrymen, and did I not find that the fairest consideration would be given to, and the best conDalhousie and Canning spoke of it as an event which was to be looked forward to as the culminating point of their efforts in railway enterprize in this country. But they have passed away, and with them many of those able and energetic men who with them toiled hard towards the completion of the same worthy objects. We are here to-night to acknowledge and to commemorate their efforts and their labours, extending as they do over nearly half a century. Gentlemen, such an event as this, which marks a great and important [illegible] the history of railway enterprize in India, is one which is well worthy of the presence of the Queen's son. (Loud applause.) Gentlemen, I have heard that a great and successful French engineer, General Vauban, was wont at the end of his long and tedious sieges, when the breaches were ready for assault and victory was in his grasp, to send and request the attendance of the monarch or some member of the royal family, in order that he might witness the success of his soldiers. (Applause.) Gentlemen, I think we are fortunate to-night in being in that position—the end is accomplished, the victory is won, and its celebration is graced by the presence of the Duke of Edinburgh. (Loud applause.) The reception which His Royal Highness has met with in every part of India must be truly gratifying to every Englishman. (Hear, hear.) His Royal Highness's arrival in India and his progress struction placed upon, my public actions. (Hear, hear.) Gentlemen, I believe that it would be unfortunate if public men escaped fair criticism. (Applause.) I believe that the impartial judgment of the public governs the acts of public men in a most salutary manner, and it not only controls them, but it often brings to them the very best reward and the most valued support. (Applause.) Gentlemen, I assure you that I appreciate most deeply that consideration which has been extended to me ever since I have been in India, and I feel that for it I owe a deep gratitude to my countrymen and fellow-subjects, which I can never hope to repay. When I first came here I only asked for fair play, and I have got it. (Applause.) And now, gentlemen, I come to a much more agreeable task than that of talking about myself. The event which we meet here to-night to celebrate, namely, the completion of an unbroken line of railway communication between Calcutta and Bombay, is certainly the most important that has ever happened in the history of railway enterprize in India, for by it we see the great northern, eastern, and western parts of India brought into immediate connection with each other, and a rapid communication established between the Capital of Hindustan and the Gate of the Western World. (Applause.) This is an event which for the last twenty-five years has been looked forward to by every man who takes any interest in railway enterprize in India, throughout the country has had the effect of calling forth from one end of the Empire to the other one unanimous expression of loyalty and attachment to the Crown. (Applause.) Europeans and natives have vied with each other in doing him honour, and in doing him honour they have felt that they have been doing honour to that august Monarch, whose beneficent sway has been extended over these wide realms. (Applause.) In his Royal Highness's presence it would not become me to allude to his personal qualities, but I can say with the most perfect truth that those qualities, his frank demeanour, his kind consideration, and the manner in which he has met his countrymen and fellow-subjects here, has tended as much as anything else to the hearty reception he has met with throughout the country and to the success of his visit. (Applause.) His Royal Highness has made many friends in India. He was at first received in the way of which you are already aware for the sake of our beloved Sovereign, and though he first found hundreds and thousands who were prepared to love him for his mother's sake, he has now found many who will love him for his own. (Loud applause) Gentlemen, I give you the health of the "Royal Family," and beg to couple with it the name of the Duke of Edinburgh.

The toast was received with all the honours.

H.R.H. THE DUKE OF EDINBURGH, who on rising to return thanks was received with loud and long continued applause, said—Your Excellency, Mr. Chairman, and Gentlemen,—I beg to return you my warmest thanks for the hearty way in which you have responded to the toast which has been proposed so kindly by H. E. the Viceroy, and in such flattering terms to myself. I thank you on the part of the other members of my family, and I thank His Excellency especially for the very kind words he has said as regards myself. It is a great pleasure to me, and a very great gratification, to have been able to have assisted Lord Mayo and supported him upon this occasion in the opening of this line, joining as it does the main line between Bombay and Calcutta. (Applause.) And I will also take this opportunity of expressing my warm and hearty thanks to my fellow subjects in India for the very kind reception they have given me, which I have already heard from the Queen from England has given her the very greatest satisfaction. (Loud applause.) I also feel proud in having been the first member of the Royal Family of England who has visited these distant shores. I have come here in the capacity of a naval officer and that of a member of the Royal Family, and I have to thank you for having received me and welcomed me in both these capacities. Gentlemen, I thank you once more for the hearty way in which you have received the toast. (Loud applause.)

HIS EXCELLENCY THE VICEROY then rose and said—I now ask your consideration for a very few minutes to the principal toast of the evening—namely, Success and Prosperity to the Great Indian Peninsula Railway. (Loud applause.) In proposing that toast I shall not venture to detain you with an essay upon the use and advantage of railways. When I see around me men who have given their whole lives, their whole strength and energy, to the development of railway industry in India; when I know that if there is one truth more recognized than another it is that the construction of railways confers vast and material benefits on the country, and is, I may almost say, indispensable to the progress of civilization; I should only be wasting your time were I to attempt to describe and enlarge on its advantages. Neither, gentlemen, shall I attempt to embark in mythological or allegorical allusion. I do not intend to trespass upon your time by saying any of these things; I should only be repeating truisms which have been often and better said before as to how Minerva, the goddess of science and wisdom, combining the great natural force of fire and water, has harnessed Neptune and Pluto to a triumphal locomotive. (Laughter and applause.) You have heard all this before. Neither shall I attempt to describe to you how railways facilitate these three great occupations of man, in which since from the days of Adam he has been mainly employed—namely, making love, making war, or making money. (Laughter and applause.) I have no doubt that this railway like all others will ever be found conducive to those three great objects—(laughter)—and that we may expect to hear of Venus, Mars, and Plutus being constant passengers by the G. I. P. (Laughter.) I wish briefly to remind you of a few facts connected with the origin and progress of this undertaking. The survey of the Western Ghats of India was commenced 25 years ago. The very eminent engineer—Mr. Berkeley—carefully examined these passes. Before that time opinions had been placed on record by high authorities that a line across the Ghats towards Central India was almost impossible, and up to that time more attention was given to the question of finding a way to the East by a northern route. A short piece was opened from the city of Bombay in 1853, amounting only to 23 miles in length. In January 1856 the Court of Directors sanctioned the construction of the Thull Ghat line, and from that time the Great Railway made steady progress. In May 1863 the line was opened to Bhosawul with the exception of a small portion of the Ghat incline, which was completed in the following year. Twenty-two million of paid up capital has been already expended, of which two million have been laid out on the passages through the two Ghats. On these passes distance, 1,070 miles, of the Great Indian Peninsula system has been opened to the public. Calcutta and Bombay are brought into close connection, and this Great Peninsula is at last bridged by a railway 1,300 miles in length. When we look back to the history of this undertaking we must recollect the very great difficulties which attended its early progress. The thing is now comparatively easy; much more is known; the organization of labour is less difficult, and our able engineers have the light of experience and history to guide them. But in the early days of this undertaking far greater difficulties which no longer exist had to be encountered, and therefore we must make due allowance for what may perhaps seem the rather protracted period over which these works have extended. During that time periods of great scarcity occurred; the mutiny also occurred in the early history of this enterprise, and there have been several violent outbreaks of disease; and when we look back upon the whole story of this railway, we may well wonder at the perseverance by which in its earlier stages the work was carried on. (Applause.) So far for the past. For the future railway enterprise in India is to be carried on on a somewhat different system. In 1868, two years ago, the great trunk lines connecting Madras, Bombay and Calcutta were evidently approaching completion, 4,000 miles of railway nearly finished at a cost of something like £85,000. It was thought desirable by my distinguished predecessor and his colleagues at that period of the history of railways in India to consider in what way railways should best be constructed in the future. The opinions of local Governments and various authorities in India were asked, the whole question was carefully discussed, and after much consideration the conclusion was arrived at that for the future railway extension should be conducted by the direct agency of Government. It was thought desirable that, if possible at the earliest possible moment, the whole country should be covered with a net-work of lines on a general and uniform system. The aggregate length of the lines comprised by the whole scheme will be upwards of 15,000 miles; of these 4,000 miles are at present open, 1,000 miles are in progress, and 900 are about to be immediately commenced. Gentlemen, it would be quite inappropriate at this moment were I to discuss or attempt to defend the decision then arrived at—I believe it to be thoroughly sound and right;—but I am sure, speaking in the hearing of officers and others who are more directly responsible for the management of the two great lines of Northern and Western India, and seeing that each has a great system of 1,400 miles and the other 1,300 miles to work, I think they will agree with me that they will have ample occupation for the future in conducting successfully these great undertakings without engaging in any extensions of an extensive character. (Applause.) Well, gentlemen, shortly after I assumed office these views were communicated to Her Majesty's Government; they received almost immediately the cordial approval and assent of the Secretary of State, and it may now be assumed that for the future railway extension in India is to be conducted by the direct agency of Government. In that scheme 25 projects were recommended by different local Governments; 17 appeared to possess superior claims for early adoption; and of this 17, 13 are more or less taken in hand. I intended to take this opportunity of explaining in greater detail the exact position in which the Government now stands with regard to railway extension in India, but I feel it impossible to ask you to listen to me now, as however interesting the subject may be, I think you will agree with me that it is hardly one that can be discussed with advantage at half past 11 o'clock at night. I may say, however, that in round numbers 2,000 miles of line are at present under survey, and that of this 400 miles will be constructed by the guaranteed companies. (Applause.) Gentlemen, the various subsidiary measures which are necessary for the construction of these railways are under the consideration of the Government. Great attention has been paid to attempts to obtain in various parts of India at the earliest possible moment a supply of good coal, and I am sure that you will be glad to hear that it is placed beyond doubt that in the Chandah district there is a large supply of coal equal in quality to that which is produced in the Burdwan districts, and I hope before the ensuing rains we shall be able to lay before the public a pretty accurate estimate of the quality and supply that can be expected from the Wurdah coal-field. The same course will be taken to a limited extent with regard to the Nerbudda coal field. We have in the Punjab instituted an enquiry into the existence of petroleum, and we shall endeavour as far as we can to speedily ascertain the position and quality of mineral fuel in various parts of India. (Applause.) We are also endeavouring to increase the supply of wood fuel in the coal districts where it is not likely to be found in sufficient abundance. (Applause.) Well, gentlemen, I am unwilling, as I said before, at this hour to enter into details on this subject. The enterprise is a great one—we have the example before us of the works undertaken and completed by guaranteed companies. I should be the last person to say a single word against what has been done in India in past days, but I believe most firmly that the great arterial lines having now been made through the intervention of the great companies, we shall be able to conduct the less important works in a cheaper manner, and in a manner more conducive to the interests of the country, than heretofore. I believe that in doing so we shall experience no jealousy or no opposition from those who manage the great existing lines. As far as we have gone we have found that those who are interested in the management of these great lines have given us every assistance for the construction of those which will be their feeders, and I believe that this great congeries of lines, though its construction will extend over a long series of years, will form a system of railway communication equal to any in the world. It will have this great advantage—that the whole railway system of India will be conducted on one uniform principle, and that we shall work up to one well considered laid down plan; that plan being adhered to, we shall be able to keep a steady and well defined object in view, and congratulate ourselves on being now in a position of being able to follow up a system which promises such material benefits and success. (Loud and continued applause.) Gentlemen, I believe that years hence, when these great works are completed, we shall have implanted our footsteps deeply on Indian soil. (Applause.) The great work which we are here to-night to celebrate shows what English industry can perform. (Applause.) Every stone we lay on the railway increases our influence and consolidates our power, and the most substantial of our works is a fit emblem of the permanency of our rule. In the far future it is impossible to say what may be the destiny of this country. Dynasties and kingdoms are not immortal, and it is possible that in far futurity some race still unborn may reign in India. Our insular greatness may not last for ever. British rule in the East may long outlive the preponderating power in Europe. In a generation we have placed in India as great results of British enterprise as exist in any other part of the world, and those gigantic monuments of early rule will for ages remain as lasting memorials of the good we have done and of the benefits we conferred on the people of this country. (Applause.) But last they will, and it may happen that a thousand years hence Mr. Brereton's ghost may still hover with anxious solicitude over the unbroken piers of the Towa Viaduct, when Macaulay's New Zealander is sitting on the ruins of London Bridge. (Laughter.) In the meantime we will drink Health, power, and prosperity to the Great Indian Peninsula Railway.

MR. LEMESURIER, in reply, said—Your Excellency, your Royal Highness, and Gentlemen,—On behalf of the Great Indian Peninsula Railway I have to return you my best thanks for the very handsome manner in which you have drunk success to the enterprise I have the honour to represent. You are aware that my connection which the Great Indian Peninsula Railway is comparatively short, and His Excellency the Viceroy has given such an ample history and so clear a statement of the company's progress from its commencement to its successful completion this day in this direction that words from me would be superfluous. At the same time I cannot refrain at Jubbulpore for the first time our friends from the other side of India, it is a very proud moment indeed for all of those who are connected with the G. I. P. Railway Company, to those who scaled the Western Ghauts, to meet their friends from the valley of the Ganges here—(applause)—and particularly to welcome the members of the East Indian Railway Company. (Applause.) The two great enterprises, the G. I. P. Railway and the East Indian Railway march hand in hand. We have our duty to do; it is a duty to Hindustan, and I hope we may all be able to do it well. There are many men present who have been very much longer associated with the G. I. P. Railway Company than I have been, and there are also some of the oldest representatives of the East Indian Railway. George Turnbull I know is in the room; he has been the great champion, and I may say the backbone of the East Indian Railway system. And I regret that Mr. Berkeley, the old representative of the East Indian Railway, is not here to-day; but Mr. Stevenson is here, and we have come here to welcome our friends from the other parts of India. The Great Indian Peninsula Railway is obliged to your Excellency for being present here to-day, and I thank you much on behalf of the company for the honour which you have conferred upon us. I have now to ask you, gentlemen, to drink to the health of His Excellency Sir Seymour Fitzgerald, Governor of Bombay. Sir Seymour Fitzgerald has been brought through from Bombay to Jubbulpore in a shorter period, I believe, than it has ever fallen to the lot of anybody to be carried from Bombay to this point. He came here at a moment when the Suez Canal and the British Indian Telegraph Company are making Bombay the great thoroughfare to Great Britain. (Applause.) He has lately seen the telegraph laid from Bombay; he has seen steamers in Bombay harbour which have come to Bombay through the Suez Canal; and he is here to-day to witness the completion of our great enterprise. Gentlemen, I ask you to drink to the health of His Excellency Sir Seymour Fitzgerald. (Loud Applause.)

HIS EXCELLENCY SIR SEYMOUR FITZGERALD, in responding to the toast, said—Your Excellency, Your Royal Highness, and Gentlemen,—The evening is getting late, and my observations shall be very few, but I am bound to express to you, sir, my acknowledgments for the very kind manner in which you have proposed the toast of my health, and to you, gentlemen, also, for the very kind manner in which you have received that toast. I believe, sir, that you have proposed my health partly in that generous feeling which every English host feels for those that he has invited as his guests. I believe also that I may consider it a new mark and testimony of the kind and cordial feeling which I am bound to say as long as I have held the Government of Bombay has always existed between the Government and those who have represented the Great Indian Peninsula Railway. There may have been differences of opinion between us, and it may have been the necessity and duty of Government to exercise the control which the law has placed in their hands; but on the one hand, I am sure that you have never failed to recognise that the Government in doing that have had not more at heart the interests committed to their charge than the interests of the company which you now represent, and I am sure also that the Government have felt, in every transaction which it has have had with the railway company, that the company have considered only the way in their turn of promoting the interests of their shareholders and of the public at large. (Applause.) I think, sir, also that I will not be wrong in supposing that you have proposed my health thus far away from the seat of my Government, and among so many gentlemen from it now see for the first time, because you think that upon this occasion I may not unfitly be considered the representative of the great community, who in the first results and in the immediate effect will probably receive greater advantage from the successful completion of this enterprise to-day than any other town or any other place in this Indian empire of Her Majesty. (Applause.) You, my Lord Mayo, have referred to this matter from the point of view that naturally occurs first to the ruler of a great empire; you have observed upon the effect that this may have upon railway enterprise, and you have drawn from it the happiest omens for the future success of such undertakings of a similar nature in India. I may be permitted to say that, though much was expected of you, you have been quite equal to the occasion—(applause)—for you have not only dealt with those matters which more directly concern the ruler of a great empire, not only looked to the possibility that railways may become of great value in case of war,—you have not only considered how they must contribute to the resources of this country,—you have not only called our attention to the gods of war and riches, Mars and Plutus, but you have also in the real character of a father of the state—(laughter)—you have referred to the goddess Venus—(applause)—and told us that even in those happier and softer duties over which she presides that the railway interest may conduce greatly to the benefit of the empire. (Applause.) And you, Mr. Chairman, you also have referred to the benefits that may be derived from the extension of the railway system. I am sure there is no one here who will not go cordially along with you in all those remarks that you have made, but I may be allowed to look at it from the point of view that may be more naturally occupied by one who is interested in the prosperity of that great port to whose bosom your iron way that has been opened to-day will convey the untold wealth of districts and provinces long separated from us by great distances, and by difficulties of communication, but which now will contribute day by day to the greatness of the wealth of that city in whose prosperity I am so deeply interested. (Applause.) It is often said, sir, that where one man gains another loses. Now, that is a principle false in economics, and which I believe will be shown to be singularly untrue in the results of to-day We in Bombay look forward not to the diversion of trade from one route to another; we look forward not to gain as one great port at the expense of another; we look forward to seeing great districts of country hitherto unknown and inaccessible to us; we look forward to new scenes of industry opened to our enterprise, and we believe that there is wealth and prosperity in store for Bombay without at the same time taking one single bale of goods or one single shilling of profit from the great cities that have hitherto enjoyed them. I am elated by the magnificent prospects which are opened to the enterprise of our citizens in Bombay, with loss to no one, with gain to all, by the success of that enterprise which has been so happily inaugurated here to-day. (Applause.) But I should be sorry to let it be thought that I join in this triumph merely upon the narrow and provincial grounds of which I have spoken. It is a privilege, I may say it is a characteristic, of great enterprises such as this, that although it may happen that particular places are benefitted, particular enterprises obtain this or that advantage by their extension, the real and solid and true benefit is not local—(hear, hear);—it is wide, it is general, it is as wide as the interest and the energies that they represent. (Applause.) The capital that is gathered from every country, in the science and the talent that is enlisted wherever it is found, even in the grant force which you use mechanically day by day—all these are only suggestive of the wide benefits which are conferred by enterprises such as those we are here celebrating. (Applause.) They only suggest to us benefits, wealth, prosperity, widely-humanising influences shed all around, and they suggest still more the vigour and the force with which the country enriched by their presence goes marching on in the forward course of advancement and progress. (Applause.) And I assure you, gentlemen, that it is not in the more narrow view to which I first referred but in this wide and catholic spirit that I desire to be understood as uniting cordially in the feelings which animate us all in celebrating the success of to-day—(applause)—and I thank you, sir, for having given me the privilege of seeing the ceremony and of expressing what I have now expressed. (Applause.)

HIS EXCELLENCY SIR SEYMOUR FITZGERALD rose and continued—I ought not to have sat down so soon, gentlemen—(hear, hear)—because I have the pleasing duty committed to me of proposing a toast which is always welcome—the toast of the Army and Navy. (Loud applause.) In this country now the toast of the Army no longer conveys to all those around us the ideal of conquest and the establishment of empire; it conveys the idea of ascertained security, established government, and established right, and I believe that there is no one even among our native fellow-subjects who is not glad to see the red coat, and who, if they where here, would not join in the toast of the Army. (Hear, hear.) The toast of the Navy we can well understand; it is the most popular in every assembly of Englishmen, and the blue coat, or rather the blue jacket, every one loves, and is always popular. Our native fellow-citizens here, I am afraid, are not so well acquainted with the blue jacket; but of this I am sure that if they ever again hear the toast proposed the toast will be welcomed by them, for it will recall the toast of His Royal Highness, who has from one end of the country to the other given the most unqualified pleasure to every one. I will now conclude by proposing the toast of the Army and Navy, and will call upon H. R. H. the Duke of Edinburgh to respond for the Navy, and Sir Augustus Spencer, the Commander-in-Chief, to respond for the Army. (Hear, hear.)

SIR AUGUSTUS SPENCER, the Commander-in-Chief, said—Your Excellency and your Royal Highness,—I beg to return, in the name of the Army, our best thanks for the honour you have done us in drinking our health.

H. R. H. THE DUKE OF EDINBURGH, who was again loudly applauded on rising, said—Your Excellency, Mr. Chairman, and Gentlemen,—I beg to return you thanks on the part of the part of the service I represent on this occasion for the honour you have done us in drinking our health. I think that upon the present occasion I need say but a very few words regarding the Navy. You are all well acquainted with the deeds of Nelson, of Howe, of Collingwood, and all our heroes in the Navy, and you are also well acquainted with the present modification which our service is undergoing. We are passing from wooden to iron walls. I think that, in this country, as Sir Seymour Fitzgerald has said, the blue jacket is not so well known as the red, but you have one blue jacket here once, and it has during that time been able to gain the respect and good fellowship of the red jackets with which it was associated. (Loud applause.) Further words from me on this occasion would be unnecessary, and I think you will agree with me when you remember that we of the Navy number have been employed as skilled artisans in completing a most important work, and having been employed to a much later hour than artizans usually are. (Laughter.) It was not till eight o'clock that Lord Mayo and myself succeeded in completing the connection between Bombay and Calcutta, and when we think that it is now nearly half-past twelve, I am sure you will excuse me from making any further remarks on the subject of the Navy; so I will conclude, gentlemen, by thanking you once more for having so cordially drunk this toast. (Applause.)

THE CHAIRMAN then said—Your Excellency, your Royal Highness, and Gentlemen,—The next toast which I have to propose is that of the Central Provinces Commission, and with it I will couple the name of Mr. Morris, the Chief Commissioner of the Central Provinces. (Applause.) A very great proportion of the success of our enterprise in the North Eastern Division is owing to the great assistance we received from all the members of the Central Provinces Commission. Mr. Brereton fully knows and fully realises the assistance which has been rendered to him in that department in which he was particularly connected.

MR. MORRIS, in responding, said—Your Excellency, your Royal Highness, and Gentlemen,—I return you my most hearty thanks on behalf of myself and the officials of this Commission for the very kind way in which you have received and responded to this toast; and you, Mr. Chairman, for the very complimentary terms in which you have proposed it. I must take advantage of this opportunity of thanking you, my Lord Mayo, for the very kind way in which you were pleased on a recent occasion to make mention of the services of some of the district officers. I can assure your Excellency that we most deeply feel and most highly prize the high honour which you have done the Provinces by visiting them personally; and I feel, I can assure you, the utmost gratification in acting with officers who are worthy of the commendations which you have been pleased to bestow upon them. The completion of this railway is of the greatest interest to the officers of my Commission, for there can be no doubt but that the opening of the railway will be a most important boon to these Provinces. Hitherto the Nerbudda valley has been almost perfectly closed except for four months of the year, but this will no longer be the case, and consequently for the future the prices in the Nerbudda valley will be equalised. The cultivator class, too, will not only receive increased prices for their produce, but in bad years will obtain supplies from both the Khandeish and Nursingpore districts. Another great advantage will be the lessening of epidemic diseases; great outbreaks of cholera in these districts will, I hope, cease. The fatiguing journey from Nagpore to Jubbulpore by road will no longer be necessary for travellers; and the labouring gangs of the Nerbudda, suffering from constant fatigue, bad water, and exposure will be done away with by the opening of the line. I also hope and trust that the works have been so solidly made that for the future there will be no necessity for large gangs of labourers to cause a recurrence of the direful epidemic of last year in the Nerbudda valley. Then speaking of the works I would express my thorough conviction that the success with which they have been crowned, and the solidity of their construction, is chiefly due to the untiring energy and the indefatigable labour of the Chief Engineer and his staff, who have worked with indomitable perseverance through heat, rain, and disease to make up for the shortcomings of a former mistaken system which brought about the casualties of last year. Those labours alone are sufficient to prove that the service is one of danger as well as of toil. It is not for me to thank them formally, for that has already been done by a far more distinguished person; but, having had opportunities of seeing their labours and estimating their value I must take this opportunity of expressing my thanks to Mr. Brereton and his assistants; and I beg to commend to your hearty acceptance the toast which I have now to propose—the health of Mr. Brereton, the Chief of the Engineer Staff of the G. I. P. Railway Company. (Applause.)

MR. BRERETON, the Chief Engineer of the Jubbulpore Extension of the G. I. P. Railway, said—Your Excellency the Viceroy, your Royal Highness, Mr. Chairman, and Gentlemen,—I have the honour on behalf of the engineers on this railway to thank you for the kind and honour-bestowing manner you have received this toast. I can assure you that to the engineers—especially to us who are the old hands—this day is one of much pleasure and satisfaction—pleasure, because the result of our earnest labours, viz. the union of the two great lines of this mighty continent of India has been consummated and inaugurated under both august and royal auspices worthy of so great an event as regard the future welfare of India; satisfaction, because through the untiring display of the best qualities of the civil engineers we have been enabled through the blessing of a kind Providence to win a victory over time and space full of great natural obstacles, in a manner unsurpassed, and I believe unequalled, in the annals of English civil engineering enterprise in the East. Nine months, indeed I might say six months ago, neither our Board of Directors nor the Government of India, nor the public generally, really believed that the junction could be effected before the cold season of 1870-71, and it was only at the very commencement of the present working season, when a rumour reached us that we were to expect the honour of a visit from H. R. H. in March, that we engineers determined to put our shoulders still more vigorously to the wheel, and to try if it were possible to have a through road from Calcutta to Bombay for H. R. H. We trust, therefore, that H. R. H. will be pleased to accept of the result of our *extra*-ordinary labours, as the best token of that very cordial and loyal welcome we engineers, in common with the rest of the community, wish to offer him on this his first advent into Western India. (Applause.) We congratulate ourselves, moreover, that by our effort H. E. the Viceroy and Governor General has been enabled to see for the first time something of these Central Provinces, which have been so greatly opened out and benefited by this great highway, and which have also been advanced and improved through the early care of Colonel Elliott and the subsequent energy of Sir Richard Temple. That our labours will not be in vain we are well assured, for each succeeding year will find India still more accessible, and H. E. will be able to see with his own eyes, and to hear with his own ears, the real wants of the many millions over whom he rules; and further, the Native Princes and Chiefs of India will enjoy the privilege of H.E.'s personal presence and encouragement. Furthermore, H.E. will be able to acquire a personal knowledge of the natural resources of this immense country, and thus bring to bear with greater effect his great practical experience of the vigorous development of the same. I need but briefly advert on this occasion to the achievements of the past in the completion of the iron road over the Bhore and Thull Ghaut Inclines. There are a few among us here who well remember the grand efforts and the ultimate success of that able man, Mr. James Berkley, the first chief engineer and pioneer of this railway, and whose genial abilities won for him an ever-enduring regard and respect in the hearts of the people of Bombay and Western India. Our recent labours have been chiefly confined to the deadly jungles of Nimar and Asseer, and to coping with the crossings of the heavy tributaries of the Nerbudda river in these jungles, where formerly no Government officer cared to venture save during the healthy season of the year, the engineers and contractors have lived and laboured hard till they had completed the iron road. The difficulties in the Nerbudda Valley have been chiefly in the extent and the very heavy nature of the masonry, and also in the distance from which materials of all kinds had to be drawn. Few merely looking at the open and well cultivated nature of this valley would realise how great have been our labours and difficulties in securing proper foundations for our bridge. We have had beneath this alluvial deposit sand and water extending to great depths, and interlying layers of conglomerate or natural concrete of adamantine hardness, which were too thin to serve as a safe foundation and offered great obstacles to the progress of the works. Then, to add to our difficulties, we have had cholera, small-pox, and famine, all as bad and as dire as there could be, till this valley was even as that of the one of the shadow of death during the last working season. We have had to mourn the loss of several very able hands, both European and native, who had long shared with ourselves the burden and the heat of the Indian working season. I am very glad to have this public opportunity of giving honour and praise to those who have justly earned it; and, gentlemen, I beg you to allow me to mention the names of those engineers and contractors who have specially earned the meed of high praise. Mr. Abbott, the District Engineer of the Nimar and part of the Hoshungabad District, as far as Hurda, has during the working season ably and successfully mastered great difficulties, and Mr. Walter Izard, the agent and the representative in the country of that well known and wealthy contractor, Mr. Wythes (who by the bye has executed between 300 and 400 miles of this railway), has also greatly assisted Mr. Abbott during the past working season in pushing the works on No. 16 Contract. They and their excellent and very hardworking assistants and inspectors have justly earned the credit of the great push that has been with this portion of the railway. Also to Mr. Birkinshaw Shaw, and the other engineers on what is known as No. 16 Contract, no small amount of praise is due. Under the direction of Mr. Geo. Mills, a member of that most excellent firm of contractors, Hood, Winter, and Mills, I may even say the very best firm of contractors we have had on this railway, I can but speak in the very warmest terms of approbation for his untiring efforts to pull this the most heavy portion of the contract through, and in every respect exerting himself to give entire satisfaction to the company's engineers. To Mr. Mills and his able assistant Mr. Ogg is due the credit of the excellent execution of that magnificent structure, the Towa Viaduct, which is the finest piece of masonry on this railway, and it is a work of grace and utility of which Mr. Rushton, the late chief engineer, may be justly proud. And now I come to what is known as No. 17 Contract between Sohagpoor and Jubbulpore: a portion of the railway which has long been a source of much trouble and anxiety to the company, to my predecessors, and to myself from causes which I have not now time to relate. Mr. Wright, the district engineer, and also Messrs. Pearson, Victor, and Jones, and all their assistants and inspectors, have earned my very warmest thanks and highest praises for all their self-denial, real hard work, and generous endeavours to second my efforts in completing the heavy works in time. Indeed, gentlemen, I can assure you that but for the day and night work which has existed for the last two months, it would have been impossible for us to have completed the sinking in of this iron road in time. I have earnestly drawn the agent's attention to the extraordinary labours of my assistants and inspectors, and I sincerely hope the board of directors will be pleased to recognise in some befitting manner their zeal and overtime in their service. (Applause.) Gentlemen, we must all, I think, feel assured that now is the beginning of a new era of wonderful progress throughout India; English enterprise and commerce have taken India by the hand, and we have been educating her artizans in works unknown to their fathers. We rejoice to see the new signs of the time in the fact of the Princes and Chiefs of India like Holkar and Sir Salar Jung taking such a warm and practical interest in the cause of science and progress, and we may feel sure that the day is near at hand when the chiefs and people of India will be able to sympathize with ourselves in wishing

"Blessings on Science and her handmaid Steam,
These make Utopia only half a dream;
And show the fervent of capacious souls
Who watch with hope the dawn of it rule,
That *all as yet* completed or begun
Is but the dawn that precedes the sun."

(Applause.)

It was nearly one o'clock when the company retired.

It had been intended that the Duke of Edinburgh should visit the marble rocks, about ten or eleven miles from Jubbulpore, and the great "lion" of the district, on Tuesday morning; but his Royal Highness, we believe, felt disinclined in the morning for the trip. A durbar was held in the morning by the Viceroy, at which His Royal Highness was present, and at which were presented His Highness the Maharajah Holkar, G.C.S.I., who was accompanied by Colonel Daly, C.B., Officiating Agent to the Governor General for Central India; His Highness the Maharajah of Rewah, G.C.S.I.; the Maharajahs of Pannah and Nagode, and the Rajah of Myhere, attended by Dr. Stratton, Political Agent in Bundelcund; Sir Salar Jung, &c. Each of the above dignitaries was saluted with the number of guns due to his rank, so that for an hour there was a continual booming of cannon. At the durbar, we hear, Holkar embraced H. R. H. the Duke of Edinburgh in Oriental fashion, pressing him to his bosom first on one side and then on the other, and said he had a great respect for the Duke's mother, and was glad to meet him.

The Duke and party left by special train in the forenoon for the Commissioner's camp at Simree, where there was to be a general battue on Wednesday. Thousands of coolees had been engaged as beaters so as to ensure that His Royal Highness should have a good day's sport in the Simree and Bagra jungles.

His Excellency the Governor of Bombay left Jubbulpore for Bombay by special train on Tuesday forenoon; but the guests from Bombay stayed for another day. During the day a number of gentlemen made an excursion to the marble rocks—a trip which was much enjoyed.

And here we must mention another subject of complaint against the railway authorities—namely, the very inadequate arrangements that were made for supplying their guests with food during their stay in Jubbulpore. In the first place, the gentlemen who came from Berar breakfasted at Garawarra about ten o'clock on Monday morning, but on their arrival at Jubbulpore in the afternoon not even a cup of tea was to be had, and these guests had the pleasure of fasting from ten in the morning till after nine o'clock at night, when they proceeded to the banquet. Then next day, only a moiety of the visitors heard of a chota hazaree, which was served at half past nine o'clock, and many after vainly enquiring whether any breakfast would be provided, trudged for a mile and a half to an hotel. No tiffin; and in the evening Kellner's hotel, at which dinner had been ordered by about a score of gentlemen who had (seeing no tiffin forthcoming) thought it prudent to do so, was besieged by about a hundred famishing people. The scene in the hall of this hotel at dinner time was most amusing, so much so that "The Struggle for Food" has been suggested as an hissorical picture of the opening of the through line at Jubbulpore. All, we hope, dined, and nearly all we know paid highly for what they did get. How such mismanagement on the part of the railway officials occurred we know not; but fatigued as the visitors were by a long railway journey, it may well be imagined that mismanagement in this respect to a very great extent marred the enjoyment of an otherwise highly interesting and enjoyable trip.

The train with the Bombay visitors was to leave for Bombay at five o'clock on Wednesday morning; and to obviate the necessity of moving their baggage in the dark, and the possibility or probability of losing the train, many of the visitors took their places in the train on Tuesday night immediately after dinner. The train left about six o'clock, and reached Bombay at about seven o'clock on Thursday evening, the passengers covered with dust and fatigued by their long journey.

All the trains which passed along the new line were some hours late. We were informed that the cause of the delay of the train from Bombay which picked up the Viceroy and party at Simree was to some extent due to the running of Holkar's and Sir Salar Jung's specials before it. Then the engines were new and stiff, and the boilers were priming all the way from Hurdah to Jubbulpore. The joining on to the Bombay train of the Viceroy's carriages made the train a very heavy one, and it took twelve hours from Simree to Jubbulpore, whereas the Duke's special ran from Jubbulpore to Simree in seven hours and a half including stoppages. The Governor General and H. R. H. the Duke of Edinburgh were, however, both pleased by the way in which the trains ran; and no one could with justice complain of a little delay on such an occasion and under such circumstances.

The Viceroy was to pay a visit to the Jubbulpore School of Industry—an exceedingly interesting institution, in which most of the workers are thugs or the children of thugs—on Wednesday morning, and was to depart for Calcutta by special train at 9-15 A.M. His Excellency was to proceed by the new Chord line, and expected to reach Calcutta at 7 P.M. on Thursday evening. We may here mention that the party of the Governor General killed one tiger at Bagra. The tiger passed close to the tree on which the Viceroy was sitting, but was not seen by His Excellency or any one else except Mr. Aitcheson, Foreign Secretary, who, seeing the tiger pass the trees on which several of his party were perched, and that if he did not fire the brute would escape, shot him in the neck and killed him.

Sir Salar Jung, accompanied by Mr. Saunders, intends to make a trip to Agra, Delhi, and several cities of interest in the North-West Provinces, on his way to Calcutta. From Calcutta, His Excellency will proceed to Madras, and from thence back to Hyderabad.

The through line from Bombay to Calcutta will be opened for ordinary passenger traffic on the 1st April, and arrangements have been made to enable passengers to make the journey as comfortably as possible. Splendid saloon carriages, fitted with baths, &c., have been specially built and sent out from England for the through passenger traffic.

THE PRINCE'S PROGRAMME.

THIS morning H. R. H. the Duke of Edinburgh will hold private interviews in Government House with the leading Native Chiefs now in Bombay and will receive several deputations by whom addresses will be presented. At about eight in the evening His Royal Highness, accompanied by His Excellency the Governor and suite, will start from Government House, and proceed by the Parell Road, Bhendy Bazaar, Moombadavee, Kalkadavee, and Esplanade Main Roads, to the New Secretariat Buildings, where the Prince will alight and witness a display of fireworks, to be exhibited on the verge of the sea at Back Bay. From half past six till seven o'clock, gentlemen having tickets for admission to the Secretariate buildings may enter by the eastern entrance. The Prince will proceed from the Frere Fountain to the right, pass down the drive in front of the new buildings, and enter the Secretariat by the western gate. The building is as yet in an unfinished state, but the special fittings are quite complete and will no doubt be highly satisfactory. A platform commanding an excellent view of the Back Bay and catching also a pleasant breeze has been erected on the top, and others are fitted up in the several verandahs, the one to be occupied by the Prince being that on the first floor over the porch. The whole of the building will be lit up with tidy lamps. Another point of view will be Watson's monster building, on the highest flat of which there is a large platform with chairs, whilst in the floor beneath is a suite of rooms engaged by native gentlemen, several at the tidy figure of Rs. 300 each: and beneath that is another verandah, portions of which will command a fine view of the display. For those who have not tickets, but who can bring their carriages or their busses as 'coigns of vantage' there will be an available enclosed space near the band-stand, for which tickets are being issued by the Commissioner of Police. At the conclusion of the display of fireworks the carriages of His Royal Highness and of His Excellency the Governor and suite will resume their route and pass by Church Gate Street, Elphinstone Circle, Bazaar Gate Street, Esplanade Market Road, Shaik Memon Street, Moombadavee Road, the Bhendy Bazaar, Baboola Tank, Mazagon, Victoria and Parell Roads to Parell.

THE NATIVE CHIEFS IN BOMBAY.

MUCH of the interest of the next few days' events in Bombay is owing to the presence amongst us of an almost unprecedented number of Rajas, Chiefs and Sirdars from all parts of the Presidency. We are glad to be in a position to place before our readers some particulars regarding the principal of those Chiefs and their dynasties, on the accuracy of which every reliance may be placed.

THE GAEKWAR.

The founder of this family was Dummajee, surnamed the Gaekwar or Cowherd, who distinguished himself under the first Seenaputtee, or Commander-in-chief of the great Mahratta Chief Sahojee, by successfully invading Guzerat, which at that time (A.D. 1720,) was held by a viceroy of the King of Delh

EUROPEAN GOSSIP.

PARIS, 5TH FEBRUARY.

At a recent funeral the nephew and the doctor of the deceased were walking together in the procession. "Doctor," remarked the young man mournfully, "I suppose you are so accustomed to death that it can give you little pain to look it steadily in the face."—"Hum! no; not much. That is, in the case of others!" I really begin to feel like the doctor, so numerous have been the recent murders in France; and as long as no assassinating knife glances across my own eyes to my throat or breast, it almost fails to startle me as each morning I read of some sudden death by violence. The murder most dramatic and shocking in its incidents was that committed in the Faubourg Saint Honoré, not far from the British Embassy, about a dozen hours after I despatched my last letter to you. Madame Lombard had accused her drunken butler of stealing a bottle of wine. The worthy *domestique* found himself wounded in his honour, seized a Bradford carving knife, and cut his mistress's head nearly off. Suspecting the cook of being the informant, he attempted the same game with her; but Felicie was too strong, and came off only with the loss of a couple of fingers. The Viscountess FitzJames's maid, who ran to her rescue, also got badly stabbed. All this was an ordinary affair enough—for Paris. But one of the incidents was strangely dramatic, and some day will be utilized by Victorien Sardou or Alexander Dumas the younger. Madame Lombard was a lady of high respectability, married to a man much older than herself, and who had been confined for years to a sedentary position by an attack of paralysis which rendered him an imbecile intellectually as well as physically. And yet M. Lombard is no ordinary man. Probably you know something about him in India, for his last appointment was that of French Consul at Calcutta, and it was in that city he was stricken by illness. He has since been on the retired list of Consuls-General, and I believe his private means were largely supplemented by an allowance from the privy purse of the Emperor, whose fast and faithful friend he had been in desperate emergencies. Lombard was Surgeon of the Military Hospital at Strasbourg when Louis Napoleon made what was considered his mad descent upon that city. Doctor Lombard joined him: for this he was pardoned, but turned out of employment. He went to London and was one of the hangers-on about the humble lodgings of Prince Louis when Madame Howard was paying his rent. We next find Lombard at Boulogne the standard-bearer of the Prince pretender on that memorable occasion. He stood at the bar of justice with his master and was sentenced to twenty years' imprisonment, from which he was only liberated by the general amnesty of 1845. He then disappeared, but ever the stormy petrel of the streets he showed himself again in the Revolution of 1848, and was one of the leaders of the crowd who broke into the Chamber of Deputies and gave years of woe to France by violently preventing the regency and the succession of Louis Philippe's grandson. The man was always in hot water, and it was at the moment when his old patron, now become Prince-President, could best serve him, that he flew to Rome, became lieutenant of Garibaldi, and defended the Eternal City inch by inch against the French troops. When he returned to Paris the President could only serve him at a distance, and he received a small consular employment in California; but the emoluments of the office were so small that Lombard had actually to assist them by becoming a breaker of young horses. He had strange struggles in that distant land, duels with the natives, and the bowie-knife. When the Emperor learned his position, he endeavoured to ameliorate it by giving him the Consulate of Calcutta. Such was the man who, seated helplessly in an easy chair on this day week, saw his butler previously enter the room, rush at his devoted wife, and cut her throat through the very vertebræ before his eyes. That man, once a Hercules and brave to desperate rashness, could only look on helplessly. It is thought that intellectually he was unaware of the terrible consequence. But half an hour after, when the body was found, the poor lady lay on her side, and her eyes staring open were still fixed in death on those of her husband, who could not remove his fascinated glance. They say, too, that he weeps frequently, and, though speechless, sometimes tries to raise his poor withered hand to his throat as if describing the dread event. Statesmen speak of capital punishment as necessary for example sake. Since Traupmann's execution two days ago half a dozen frightful murders have crimsoned the soil of France! But, nevertheless, we skate and dance and dine and drive in the Bois de Boulogne, and the motto of this thoughtless city continues to be—"*Carpe diem.*" The new Ollivier Ministry seem firm in the saddle, and the Emperor—and even the Empress by-and-by—is recovered to the loss of that infallibility the Pope is so anxious to acquire. Still the Republicans are silently plotting and are very hopeful of the future. Even Ledru-Rollin has come back a richer and a fatter, if not a wiser, man. Poor Baron Haussmann, fallen from his high estate, is ruminating at Nice. A friend of mine met him there this week, and the conversation turned on Ledru-Rollin, who was always half hated and half despised by the great ex-Prefect. "After all," said he, "I dare say the Emperor was right to let the fellow come back; but, as they tell me he has grown frightfully fat, my only vengeance would have been to force him to re-enter Paris by one of his narrow lanes of 1849. I have made the ways so broad that the fat Republican has too much room everywhere." One can scarcely write of Baron Haussmann, the author of Paris, without thinking of him who is going to give us a new and (it is to be hoped) cheap edition of the work. The present Prefect, M. Henri Chevreau, is at all events keeping up the hospitable fame of the Hotel de Ville. He has given a ball, for which nearly 8,000 invitations were sent out, and, in addition to frequent minor dinner parties, cards are issued for one of eight covers for next Thursday. There are hopes at the Civic Palace that the Emperor and Empress will attend. At all events the Prince and Princess Napoleon will be present and all the ambassadors and foreign ministers now in Paris. An expenditure of some—hundreds don't suit—thousands of pounds will that night enable the city gardener to work with a magic wand and to make the *interior* halls a veritable wilderness of rare flowers. What luck some men have! Some men's feet are positively leaded, no matter how light their heads; they always fall on their feet and what would ruin others is their fortune. On the 2nd of December 1851 M. Henri Chevreau was at his post as Prefect of Lyons. The people of that city were furious when the news of the *coup d'etat* arrived. Men in office are not long-sighted. They mostly judge by what surrounds them. So the Prefect trembled and thought it was all up with the Prince-President. He therefore, became anxious to smuggle his family safely out of Lyons. For that purpose he privately sent a female servant to hire a large furniture van. It was drawn up in the courtyard of the Prefecture and the gates were shut. Inside M. Chevreau stored away his principal valuables of plate and furniture, then his wife and children, and closed the doors. Finally, disguised, he mounted the box-seat. The great gates of the Prefecture opened and out was driving the timed Prefect cracking his long whip. At the moment a civic guard galloped up with a despatch from Paris. The van was halted. The driver descended, went in, and read the letter. It was to announce the universal success of the *coup d'état*. The furniture and family were quietly taken out. The Prefect appeared in five minutes in the office buttoned up in his usual black frock. It seems the same fear had come upon several other Prefects, who fled from their posts. But next day the hero of Lyons received another despatch couched in these words:—"You have fled from many others; you had confidence in my star; I will prove my gratitude to you. (Signed) Louis Napoleon." And so this lucky, but certainly clever, M. Henri Chevreau is Prefect of the Seine, and dispenses the civic hospitalities of Paris in almost regal state. Possibly, in 1851, the Emperor required the man's ability, and only affected to believe he remained firmly at his post. His Majesty had many expedients at that time for gaining over those he thought useful. There was the case of my excellent friend, poor Count Feray, who died the other day. I never, of course, presumed to ask him if the affair was true, but it is told. In 1851 he was colonel of the 7th Lanciers. The adhesion of this regiment was very important, but some doubts were entertained at the Elysée of the feeling of its commandant. "Go," said the Prince-President to Colonel de Béville, "go and find Count Feray, and say to him, *Général*, the President begs of you to come to him at once." "—But, Monseignenr," replied the heavy-witted de Béville, "he is only—" "Begone," exclaimed Louis Napoleon, "and say what I tell you." He went and found Feray, whose first greeting was anything but favourable; but when de Béville uttered the magic words "*Mon Général*," and explained that he used them by express order of the President, the wrinkles left the brow of the colonel of Lancers, a regiment which was subsequently enthusiastic in the imperial cause, and received more than its fair quota of champagne and cigars from the new Majesty. A great man is of course generally the *Deus ex machinâ* of cunning small men. We find this principle descending lower than kings and emperors. There was the poor Duc de Broglie who died this week. He was a clever and ambitious man, a member of the French Institute, without whose influence the best writers had little chance of sitting amongst the forty immortals. He had been also a powerful member once of one of Louis-Philippe's Cabinets. But there was one thing he loved more than all—more than power and glory. It was bait-fishing with red and line, the stupidest sport under heaven; but Frenchmen go mad upon the melancholy insipidity. Well, when de Broglie was in office he used, he used to go to fish every morning he had time, not far from Versailles. One spot on the river he considered especially favourable, but going there of a morning he found his place occupied by a young man. He could say nothing, moved a little farther down the river, and was careful next morning to start half an hour earlier. To his great annoyance the young man had again forestalled him. Once more he tried for his old post, rising at day-break. Horror! The intruder had once more anticipated him. But he never appeared again on the river. In old days a king's letter would have sent the youth to the dungeons of Bastille. The constitutional times of Louis-Philippe were more favourable to the piscatorial rival of a great minister. The youth had been asked his name and address, and found himself nominated to a Vice-Consulate in the East, with orders to start forthwith for his post. But de Borglie, as thorough a gentleman of the old school as ever walked and a convinced Christian, is gone to his last account. So is another worthy old man, still more pious and benevolent, the Count de Minerel. He died on Wednesday. The *valet de chambre* of that rather eccentric gentleman daily put a handkerchief of purest cambric in his master's pocket, but the Count was never known to return in the evening with his *mouchoir*. "Monsieur le Count," said the angry valet one day, they must be stealing your pocket handkerchiefs."—"No, no, *mon ami*, I lose them," hurriedly answered the master, who would not for worlds think ill of his neighbour. At last the servant one day took the precaution of sewing the handkerchief to the pocket. Scarcely had the Count left his mansion, going to chapel, than he felt some one tugging at his skirts behind. "Go away, go away, my friend," said he anxiously to the thief, avoiding to look round, and blushing as if he had done the man wrong; "go away, they have sewn it to-day." And he ran to the church to pray and had a mass said for the conversion of the pick-pocket. But, possibly, Gossip is lingering too long at Paris, and the scene may as well be varied. It is not far to take the *Chemin de fer du Nord* and find ourselves in the fair city of Brussels, where once again there has been "revelry by night." The English address to the King of the Belgians has been imprinted in a magnificent album, and it was arranged that a deputation should take it over to Brussels for presentation. But a report had reached England that His Majesty would cordially receive and feed the deputation at the palace. What Mayor or what Mayor's wife could resist the temptation of a good dinner, or an opportunity of hobnobbing with a real live king. Let us deny it if we can; but we are the greatest nation of flunkeys in the universe. The number of their Worships therefore, and of the fat and lean wives of their Worships—generally lean, for the better-halves of fat men are mostly little more than their quarters—reaches fully 200. In all Europe there is not so charming a Prince as young Leopold II. It is the habit to think that he is not very clever. I have an opposite opinion. All this encouragement of English toadyism is as much as to say "Hands off, France." But His Majesty, though in manner the most cordial, kindly, and unaffected man in the world very sly and keenly satirical. I can, therefore, imagine how rich a treat he and his saucy Queen, a proud Austrian Archduchess, find in the sayings and doings of the beadledom of England. The short speches of Leopold II. are models of appropriate prettiness on all occasions. They are mostly previously conned by himself, and if there be anything especial his Private Secretary, Van Pratt, (a very able man) lends a hand or a hint. I just listen to what he said on receiving the album this week. "Many a royal residence is draped with flags won on the battle-field. Instead of trophies of war you bring me a far dearer present—a trophy of friendship. Your magnificent gift shall ever have the place of honour in my palace. I will continue equally dear to my successors. I am sure they will always endeavour to inspire the same sentiments in England you are good enough to express towards me. For my part I have done but little to deserve them, and I attribute them to the generosity of your great and noble nation." The King's accents trembled at the last words, and he drew himself up to his full height, far beyond that of most of those around him, as if to conceal the tears that were welling in his large, dark, soft, handsome eyes. But the comic side of the question is not absent from the gathering at Brussels—how could it amid so many Mayors and their wives?—if I can believe a letter I had last night, and of which I give you what the French call the *primeur*. One of the King's *Aides-de-Camp* had been brushing up his very small stock of English for the occasion, and after the reception went amongst their Worships to tell them of all the court gaieties in store for them. "Ah!" he said, "we do love to dance; we would much wish to keep you always." Then, drawing a fat gentleman aside, he added, in his desire to assure him how well the King would feed him, and not exactly knowing the word: "His Majesty will stuff you?"—"By Jove, you won't though," roared the old fellow, rushing amongst his fellows, his head being a little upset from the scene, and calling out: "Be on your guard, gentlemen, be on your guard; they mean to stuff some of us and put us amongst the mummies in the museum!" Van Pratt, whose knowledge of English is perfect, had to interfere, and amid the laughter of the others, to disabuse the fat gentleman's mind, who smacked his lips and said "That's quite another thing" when he heard the process of "stuffing" was to be with Luxembourg venison and Namur turkeys inflated with truffles. Good living always reminds me of bishops as well as municipal chiefs. We cannot do better, therefore, than cross the Alps and see what they are doing at Rome. It appears that his much desired godhead is rather doubtful for one who is really too excellent a man to think of going higher. Pio Nono may be, and is, a very superior mortal, but can never expect to be a first-rate divinity. He is too old for Olympus. The thing will end in a compromise, and they will only make him a demi-god, as I have seen under the hand of a bishop. By the way, would you believe that amongst the venerable Fathers assembled there is such a thing as a free-thinking prelate? It is too horrible to believe, but a late echo from the Eternal City refutes my incredulity. The prelate in question is a French one, who makes little secret of his doubts. Another bishop of his nation, in whose presence he spoke too freely on a former occasion, cannot conceal his disgust, and has been avoiding him carefully at Rome. But both met the other day at Cardinal Antonelli's, and such wrongful fate to be as religious as he is diplomatically clever, and the believing prelate being as usual about to beat a retreat from his unworthy brother, the latter went straight up to him and seizing him gently by the arm, said,—"Why do you always avoid me with such obstinacy? Do what you will in this, we are sure to meet in the next world, for both of us will go to the lower regions—I for my want of faith, you for your want of Christian charity!" But why should Gossip linger longer in Rome, especially when the balls of the opera are in full fling in Paris? I want to tell you how this week the Emperor has re-gilt the Cross of the Legion of Honour to the celebrated Strauss, the leader of the orchestra. I really thought he had the red ribbon long since. He deserves it certainly, far more than many who have long since obtained the order. Still I have heard complaints yesterday, and one gentleman said,—"It was rightly said Fortune was blind." "True," answered old Rogue, the man-about-town, "but if she is blind the recent nomination proves at least that she is not deaf." How wonderfully Strauss puts his whole soul on the direction of his music! It has a wonderful effect on his cravat. There is not an *habitué* of the opera balls who cannot tell what o'clock it is by that necktie. When he gives the signal with his ebony baton and the first sounds rush from the fiddles, his immaculate white cravat has the bow straight in front. But soon, from the movements of the arms, it gradually moves round. At two o'clock the knot is invariably behind the neck. It then goes round again, and at four precisely reaches its original position, having described the full circle of the neck. It is usual to hear a young dandy say to his partner: "Come off to Brebant's; time for supper. It is half-past three to the minute by Strauss's cravat." By my watch it is about the same hour this cold Saturday morning; so excuse me if I do not add another word to-night.—*Pioneer.*

METEOROLOGY.

Mr. ROBERT SCOTT, M.A., Director of the Meteorological Office of the Board of Trade, delivered his third lecture at the Royal Institution, taking for his subject "Meteorology," on Feb. 5. He called attention to the movements of the wind. A particle of air near the Equator has to travel over a much longer space than a particle of air near the poles, while the earth moves upon its axis, therefore, if anything forces the particle of air near the equator in the direction of the poles, the particle will also have an apparent motion opposite to the direction of rotation of the earth. For the same reason, when particles of air move from high to low latitudes, they have an apparent motion in the direction of rotation of the earth. East winds, therefore, usually flow from the equator to the poles, and west winds from the poles to the equator. The air becomes heated, and rises to a great height near the equator, and in places where the air is thus rising the weather is generally very calm. After rising it moves in the opposite direction, and flows towards the poles, so that while the air near the surface of the earth is moving one way, the particles in the upper regions of the atmosphere are often moving in the other. In this way constant circulation of air is kept up all over the globe. The east and west trade winds sometimes blow within fifty miles of each other; in such cases there are plenty of storms with thunder and lightning in the space between. Northerly winds are cold and dry; they suck up water wherever they can get it, so they very rarely bring rain, except when they blow into a region containing a large volume of warm humid air; in such cases the cold air condenses the aqueous vapour, and rain is the result. The dryness of the northerly winds makes them very dangerous to invalids. The south-west winds have opposite qualities to the northerly winds; they are warm, laden with moisture, and often bring rain. When a very warm summer is felt in one country, some other country has a proportionately cold summer; for the warm currents passing over the one necessitate the passage of a surplus quantity of cold air over another. The velocity of the wind near the surface of the earth is measured by the anemometer; and the maximum velocity per hour, measured by the Kew instruments, has been 85 miles, though fitful gusts sometimes have a velocity of 100 miles per hour. All observations of the wind which are made upon land should be very greatly suspected, because hills and trees so very much locally modify both its direction and pressure. At the observatory at Stonyhurst, strong winds are not felt, and when a gale is blowing upon the sea coast, a few miles of land will often check nearly all its force. The lecturer then spoke upon the subject of rain, saying that when a mass of air saturated with vapour is cooled, the vapour is first chilled into small drops of water to form cloud, and these again into larger ones so to fall as rain. When such clouds form near the surface of the ground, they are called fogs, and, with all due deference to Professor Tyndall, the London fogs owe their pre-eminent blackness of character to the soot mixed with them. The thickest fogs are not experienced in England, but are more confined to the polar regions; these very thick fogs often occur in very thin layers, so that while they obscure the hull and deck of a ship, the tops of the masts may be in bright sunlight. The particles of water which form clouds do not fall to the earth very quickly, becaus they are of such very small size. There are three great primary causes of rain, namely: 1. When there is a prevalence of ascending currents of air. 2. When hot air meets with cold ground. 3. When hot and cold air meet. These are three great principles. The first is the great cause of tropical rains, and the second causes most of the rains on the western coasts of the United Kingdom. The heaviest rains in the world take place in Asia, in a district to the north-east of Calcutta, and the fall is 600 inches in a year. The lake districts of Cumberland and Westmoreland are the wetest in England. The third influence is seen whenever a north-east wind sets in after a south-west wind; this always brings down plenty of rain. But what is the "inch" of rain so often quoted? A gallon of water spread over a surface two feet square, would give an inch of rain; an inch of rain over an acre of land means 100 tons of water. In some parts of the English lake districts the fall is 140 inches. Apart from local influences very much rain falls upon the west coast of Ireland, and a much less quantity upon the east coast of England. The fall of an inch of rain is not common in London. A rain gauge is simply a funnel, with an opening of known area, and the water it collects falls into a vessel placed below it, the lower vessel being otherwise sheltered from the rain. The position of the rain-gauge is of some importance, for it registers a less rainfall at the top of a house than at the bottom, but on the side of a hill it registers more the higher it is placed. Hence engineers must take care where they place the rain-gauge, when they want to ascertain the rainfall of a district, to ascertain its consistency to supply a neighbouring town with water if collected.

PRINCE PIERRE BONAPARTE.

M. DELLA ROCCA, editor of the *Avenir de la Corse*, has published a "*Life of Prince Pierre Bonaparte* (1815 to 1870), accompanied by a full and hitherto unpublished account of the events which preceded and followed the Auteuil affair." The author, who is a personal friend of the Prince, is said to have been deeply implicated in the Auteuil tragedy, and his testimony must be taken for what it is worth. He says that on Monday (the day of the assassination) he received the following telegram:—"Come immediately. Very serious matter." He at once jumped into a cab and hastened to Auteuil. The house was surrounded by *sergens de villle*, but he was admitted on giving his name. Seeing Soffinet, the Prince's valet, he asked him what had happened. "They came to challenge Monseigneur, and insult him at his own house; they have nearly killed him," was the reply. In the room where the Prince's arms are kept he found one of the Princess's maids. "So I hear a misfortune has happened, Babette?" he said. "Yes," she answered, "they came to kill the Prince. One of them threatened me with his pistol as he was making his escape." "I then" (the writer continues) "entered the drawing-room. Here I found Paul de Cassagnac, Henri de la Gardo, and M. Casanova and Paliçani. The first exclaimed on seeing me, 'Here's a dreadful business!' Pierre Napoleon was shut up in his cabinet with the commissioner of police, who was examining him. Suddenly the two came out into the drawing room. The Prince gave me his hand, and said, 'Thanks. What could I do? I had to defend myself; a man is not struck with impunity; and it is a wonder that I am still alive. One of my assailants did his best to kill me; his fright, his awkwardness, perhaps some defect in his weapon, alone prevented him from shooting me!' Then, after a pause, he proceeded, 'I demand to be treated like an ordinary citizen. I have written to M. Conti informing him of this great misfortune. Ah! I can well imagine the sorrow of the Emperor. I wish to be placed before a jury, for I have full confidence in such a tribunal.' He then declared himself ready to follow the commissioner of police, fetched a fur cloak from the next room, embraced his wife and three children with much emotion, and then entered the carriage which took him to the Conciergerie."—*Pall Mall Gazette.*

TABLE TALK.

(*Once a Week.*)

IN *Belgravia* for January, 1870, is an article called "The Missing Baronet," in which Mr. Walter Thornbury records the celebrated "Bristol case" of the abduction and murder of Sir John Dinely Goodere, by his brother, Captain Goodere, which led to a noted trial (March 26, 1741,) at Bristol, that is famous among English *causes célèbres*. Mr. Thornbury's article concludes thus:—"The celebrated humorist, Foote, was a relative of the murderer, and was once introduced to a party of wits as 'the young gentleman whose relative murdered his brother at Bristol!'" (p. 369.) As he has here mentioned Foote, Mr. Thornbury should have also mentioned a very remarkable circumstance in connection with the celebrated case of which he was writing. Sir John Dinely Goodere, it may be stated, was the maternal uncle of Foote; and his abduction and murder happened soon after Foote's early marriage. On the night of the murder, Foote and his bride were spending a month at his father's house at Truro, in Cornwall. The date was January 18, 1741. After the young couple had retired to rest, they heard, underneath their bed-room window, a concert of music, which lasted for about twenty minutes. They thanked the elder Mr. Foote, in the morning, for his gallant attention in supplying them with a serenade; but he denied all knowledge of the circumstance; nor was the matter ever cleared up. So impressed, however, was Samuel Foote with the occurrence, that he wrote out particulars of it; and afterwards discovered that the mysterious serenade had happened at the very time of the murder of his maternal uncle. That there was any connection between the two events is another matter; but Foote's ghostly serenade should have had that place in Mr. Thornbury's story—especially as it was published at Christmas. In giving real names and authentic details, Mr. Thornbury has done far better than Mr. Sala did in the *Belgravia* Christmas number for the previous year. Mr. Sala there devoted thirteen pages to the narration of a ghost story which is now "still as night," smothered in his own fiction and called "The Bad Lord Brackenbury." Of course, it was a dressing-up of the celebrated "ghost-story" of Lord Lyttelton. This was Thomas, Lord Lyttelton, son of the first "great" Lord Lyttelton, who was born in 1744, was M.P. for Bewdley in 1768, and died in 1779, at Pit-place near Epsom. The ghost story, with the apparition of the injured lady, and the attempted "jockeying" of the ghost, by putting on the fingers of the clock for one hour, with all the other peculiar circumstances attending the death, are fully narrated in Wraxall's "Memoirs of his own Time," vol. i., p. 319.

WE are not surprised that, at last, the sympathy of juries in actions against the railway companies for compensation for injuries inflicted is taking a decided turn. For a long time past, the prejudices of the "twelve honest men and true" have been always for the plaintiff; and the result has been that the shareholders have had to pay smartly for the mischiefs alleged to have been sustained. The companies' solicitors assert that in many instances their clients have been shamefully victimized through the bias of the juries, the exaggerated statements of the plaintiffs as to amount of injuries sustained, and by the trumped-up evidence of the witnesses called to support these allegations. The exposure, in several instances, in actions brought against the Brighton Company in connection with the New Cross accident has been complete; the plaintiffs and witnesses going down before the fire of a telling cross-examination. With this new light on the subject, it is, we believe, the intention of the companies to endeavour to get a bill through the House this session, giving them a special tribunal for all such cases; the principle of the proposed law is that all claims for damages, the passing of such Act, be referred to arbitration, and not be left for a jury to assess. But surely the passing of such an enactment strikes a blow at what Sir William Blackstone styles "the grand bulwark of an Englishman's liberties, secured to him by the Great Charter, 'though his remark applies rather to Trial by Jury in criminal than in civil cases. We think any effort on the part of the railway companies to secure for their own protection and benefit a special tribunal, will meet with little sympathy in the House, and less out of it—except at the hands of the shareholders.

AFTER all the true solution of the difficulty for both sides appears to be the strict application of the "block system" and consequent immunity from accidents from collision at all events. "But," it is urged, "the block system can never be made effective; in a late accident involving thousands of pounds in payments for compensation and law costs, the driver of the train—an old servant of the company—passed five six signals all dead against him; and such is the effect of daily immunity upon the drivers, that they will not pay due attention to the signals on lines where the 'block system' is in force." The answer to this argument is simple enough:—the companies must make their servants conform to their regulations, or be willing to pay for loss of life and limb, caused by the recklessness of drivers who still go on, though "five or six signals are dead against them."

WITHOUT controverting the wisdom of the adage concerning language concealing thoughts, I might safely aver that words often shroud meaning. What, for example, is a bouquet?—a word that may now be considered to be in ordinary English use. As in a Covent Garden nosegay, to be held in the hand of a bride or ball-room belle, or flung on to the stage to the favoured prima donna? or is it that subtle odour which the connoisseur in wine sniffs as though it were rich incense? or is it a grand discharge of rockets at a firework exhibition? It is this third and last sense that has probably given to the word bouquet its latest signification. It appears that "a bouquet at Sandringham" is a general sky-rocket burst of birds from the covert. The beaters drive the game into a strip of covert that leads into an open part of the wood, where the shooters are stationed; then, when the birds are driven to the very end of their shelter, they are compelled to rise in the air, and to run the gauntlet of the guns. Their sudden and simultaneous flight is called "the bouquet;" and the name is probably derived from the discharge of a "bouquet" of sky-rockets. The terrific effect upon Mr. Briggs' nerves when a single cock pheasant rose from under his very nose, was admirably depicted by Leech as being equivalent to the discharge of a huge firework. What then would be the effect of a hundred such birds rising at once from their sheltering covert in the fashion of a Sandringham bouquet? By the way, Mr. Walter Thornbury, in an article on "London Theatres and Actors" in *Belgravia*, for December, 1869, says, "here was a bouquet of talent!" (p. 250). Perhaps the theatrical application of the word bouquet was suggested to Mr. Thornbury by the poet Bunn's celebrated "blaze of triumph."

A CORRESPONDENT: "H—m—Walker" is so common and almost universal an expression of incredulity, both in England and the United States, that I have been at considerable pains to make out who and what manner of man this Walker was. Apparently *Hookey* was his real name, and if we believe other accounts, it was a *sobriquet* earned for him by the peculiar bent of his nasal organ. In "Noted Names of Fiction," Mr. Wheeler says Hookey Walker was the popular name of an out-door clerk at Longman, Clementi & Co.'s, in Cheapside, London, where a great number of persons were employed. His real name was *John* Walker, and the epithet *Hookey* was given him on account of his long or crooked nose. He was employed as a spy upon the doings of the other workmen, and as it was their interest to throw discredit upon his assertions, Hookey's evidence was superseded, and he was constantly quoted; so his occupation ceased, but not the fame of Hookey Walker. Mr. Wheeler gives two other accounts of him. He says that according to the *Saturday Review* the expression is derived from "an aquiline-nosed Jew named Walker, an out-door astronomical lecturer, of some local notoriety in his day." Another account makes Hookey "a magistrate of dreadful sentences and incredulity," who has given the title or epithet of "beak" to magistrates ever since. Here we have three different and conflicting accounts of the doubtless once famous and notorious Hookey Walker. Which is right—if either? Can any of your readers supply conclusive evidence of Mr. Walker's personality?

THE Rev. Thomas L——t, incumbent of W——n, near Lichfield, related the following experience of a brother clergyman:—He had a parishioner, an old woman, who seldom went to church. Observing her there one Good Friday, frequently lifting up her eyes, opening her mouth, and wringing her hands, as he preached somewhat graphically upon the intensity of our Saviour's agony and death, he fancied he had made some impression upon the old woman's mind; and hoping to improve it, he asked her, after the service, what she thought of the sermon. "Sarmon, sir!" she replied. "Ho could you go fur to tell such a story? Thank the Lord, it was a long time ago, and don't concarn us; so we'll hope it ain't true!"

COURT OF QUEEN'S BENCH.—FEB. 8.

(Before the LORD CHIEF JUSTICE and a Special Jury.)

THE QUEEN VS. WILLIAMS.

THE further hearing of this case was resumed this morning.

Mr. Serjeant Parry having minutely analysed the evidence given both for the prosecution and the defence, proceeded to comment on the evidence given by the defendant in the Divorce Court, and which formed the subject of the present inquiry.

The Lord Chief Justice in summing up said—You have been very truly told by the learned counsel that this is a most painful and distressing case, not only on account of the defendant having given false evidence as affecting the character and position of the prosecutrix, but because incidentally we have had to investigate the sad and the somewhat revolting details of Mr. and Mrs. Godrich's married life. That married life, such as it has been for several years past, is not the main object of this inquiry, but it was impossible to do justice to the parties without to a certain extent going into it. We all now know that after several years of a very miserable union Mr. Godrich determined to give up his establishment for reason, which had not been quite satisfactorily explained, and insisted upon his wife's going to live with him at his father's. Unquestionably, for some time previous, the wife had been on unpleasant terms with the father, and she strenuously objected to go there to live. The husband, for the purpose of compelling her to go to the father's, stripped his own house of the furniture, and she being excited by his conduct, left the house with her two children, went to an hotel in the Strand, and finally separated from him. She afterwards instituted proceedings in the Divorce Court against her husband on the ground of adultery and cruelty, upon which the husband filed a counter petition, and, amongst others, he charged her with having committed adultery with Mr. Forder; and it was with reference to the evidence given by the defendant in that Court that perjury was alleged to have been committed. The main inquiry there was the adultery; but incidentally, and in the course of her evidence, the defendant made other statements which were also made the subject-matter of assignments of perjury in this indictment. She swore that the adultery took place in May or June, and that in order to facilitate the adulterous intercourse that was going on between Mr. Forder and Mrs. Godrich, and to prevent detection, Mrs. Godrich, whilst the defendant was in her service, let Mr. Forder in and out of the house. She was further asked—though I can't see the relevancy of the evidence to the issue—what were Mrs. Godrich's habits with reference to drinking, and she then stated that Mrs. Godrich was given to indulge in liquor and to frequently getting tipsy. Upon all these points perjury was assigned; but the main and material issue was whether the defendant had stated that which was true with reference to the adultery with Mr. Forder. There can be no doubt that her intention was to convey to the mind of the Court and the jury in the divorce proceedings, that she did actually see them in the act of committing adultery. Mrs. Godrich and Mr. Forder both swear that her statement is untrue, and if their evidence could be implicitly relied on there would be an end of the case, because two oaths against one would be conclusive in a charge of perjury. But can you place implicit confidence in them? There can be no doubt both these parties present themselves before you under circumstances which make it perfectly legitimate and proper for counsel to say that their evidence is open to more or less suspicion. There can be no doubt that this is a matter of life and death to Mrs. Godrich. She has everything at stake, for on your verdict depends her reputation and her obtaining a re-hearing of her petition in the Divorce Court. She has, therefore, the strongest reason for denying the defendant's statement. Mr. Forder does not stand in the same position, because it is not the same thing to a man as it is to a woman to have a charge of adultery established against him. There is a kind of conventional feeling—a sort of conventional morality, whereby society does not visit on the man a sin of this description as it does on the woman. It is idle to stop and discuss the propriety of that distinction or the reasons on which it is founded; but the fact is that there is the fact. A man, therefore, is not in the same position as a woman, and he has not the same motive for telling an untruth in order to get rid of such a charge. You are also reminded there is a sort of conventional morality by which it is thought that, whereas a falsehood on other occasions is a blot in the character of a man, in the case of a woman it is actuated by some sentiment of chivalrous feeling towards a woman who has once yielded to him, and compromised herself, to vindicate her against all the world by falsehood, nay, even by perjury. How far that is to be justified it is impossible for me to say. A great philosopher has said, There are cases in which the impropriety of the question suggests the falsehood of the answer," and it may be that if a man was called upon against his will to give evidence against a woman who had so yielded to him, he might under such circumstances feel justified in stating that which was untrue for the purpose of exculpating her. But it is another thing for a man to come forward voluntarily and give such evidence out of this alleged chivalrous feeling. This is not the case of a man speaking under compulsion in the Divorce Court. This is a far more serious case. Mr. Forder, in stating untruth, comes forward not simply to vindicate the lady, but upon the hypothesis that he comes forward to convict a woman of a most serious crime, and which on conviction must entail a most serious punishment—a woman whom he knows to be innocent; and I can conceive no conventional morality which under any circumstances can be held to justify, or even excuse, his acting in so scandalous a manner. Therefore it is not as though he was in the ordinary position of a person called in the Divorce Court to exculpate himself and the lady. The law has been lately altered with respect to evidence, and I confess I have always doubted the wisdom of the change, and for this reason. A man thus called upon to give evidence in a case of this description will always be open to the remark, and his evidence on that account be of the less value, that this conventional sense of honour calls on such a man, through thick and thin, *per fas per nefas* to shield a woman. And when a man called his absence will be commented on as conclusive of his guilt. If you believe Mrs. Godrich and Mr. Forder, then the defendant stands before you with perjury attached to her; but then, as they are open to these remarks, you will look and see how far it is possible to believe they have sworn what is true, considering that it is very material to see whether, upon the whole of the evidence, there is fair reason to believe that these two persons were really carrying on an adulterous intimacy. It might be there had existed this intimacy between them, and that the defendant did not see them, but that she had come to the belief from time spoken to; but, on the other hand, everyone must feel that the fact, if there had been this illicit intimacy between them, does make it much more probable that the fact to which the defendant spoke in the Divorce Court should have occurred, that is, that which would carry impression on the face of it in the case of persons of reputation might be cogent evidence in the case of another where there were grounds of suspicion. It makes it more probable in the latter case that, forgetting they had exposed themselves to danger, they should be detected in doing what they are charged with. There is some counter-balance to this. Suppose there is a general belief that two persons are carrying on an illicit intercourse, if the question arises in a judicial proceeding as to the fact, and a particular individual who has the opportunity of detecting them has any sinister or bad motive for asserting the fact with the view of assisting the party preferring the charge, the belief in the mind of such person that the criminal intercourse existed may to a certain extent induce him to think that while he is furthering his own ends he is doing no material injustice to the parties by telling an untruth. Persons might hesitate to say they had seen a person commit a crime when they knew there was no foundation for it, but if they believed in the fact of the crime which they desired, in the furtherance of some object of their own, to state, they would state they had seen the offence committed. Persons who might not be prepared to go the entire length of propagating the charge might by that sort of way in which people deceive themselves to a considerable extent, be induced to make a statement which, if they believed the parties innocent, they would not have made. (His lordship illustrated his point by reference to the murder of a farmer who had attended a fair in Devonshire. A woman who was living with one of their men was formed a gang, two of whom had agreed to attack the farmer, placed herself in a position to witness it, and saw the murder committed. On the trial she swore to the two men as being the murderers. One admitted his guilt, and protested the other was innocent. The late Mr. George Cherer, who was well known on the Western Circuit, and who was a very humane man, was convinced of the mistake of the woman in reference to the second man, that he interested himself and clearly established the man's innocence. The man who really assisted in committing the murder was, strange to say, of the same name, but he absconded, and was never after discovered. The man who was found guilty, but afterwards pardoned, was proved to have been undergoing, about the time of the murder, a sentence of imprisonment in a gaol in Norfolk, two or three hundred miles distant.) The defendant might have therefore made a mistake as to the month, for it was clear she was not in Mrs. Godrich's service in May or June. After referring to other points of the evidence, his lordship came to the charges of intemperance. Alluding to the husband, he said he appears not to have been so sober and temperate as a man ought to be who has to deal at all hours with the lives of others, but that was not the question they had to consider, nor the facts which gave rise to that unenviable letter which had been written by the husband. Some painful matter no doubt happened when the husband spoke of his wife as a woman of drunken and intemperate habits, and the large demands occasionally made on him for payment for the liquors consumed. They might well doubt whether some of the consumption might not be ascribed to him as well as to her. It was to be hoped, whatever were his past habits, his father's remonstrances and his own sense of propriety might have brought him to an appreciation of his past folly, and from a drunken man that he had now become a sober member of society. With regard to the lady, his lordship continued, it has been said she was given to habits of intemperance, but denied by her witnesses, and I do not know why it was introduced, other than to say that if a woman has a tendency to drink, she has a tendency to commit adultery. It is difficult to reconcile the conflicting statements of the witnesses on both sides, but that is a matter entirely for you. It is for the prosecutrix to make out her case, and if you have any doubt about it, you will give the defendant the benefit of that doubt.

The jury retired, and after an absence of 25 minutes returned into Court with a verdict of *Guilty* on all the assignments of perjury.

The Lord Chief Justice said he understood there had been conflicting sentences as at the Central Criminal Court in the two convictions for perjury that had taken place there. One had been sentenced to two years' and the other to 12 months' imprisonment.

Mr. Serjeant Parry said Mrs. Legg, who was sentenced to two years' imprisonment, made some very extravagant statements in the Divorce Court. He prayed for judgment. He understood, however, that defendant left the Court before the jury retired.

The Lord Chief Justice said he should not pass sentence until he had consulted the learned judges who tried the other two cases. He directed that the defendant should be sent for.

Later in the day the defendant appeared, and the recognizances were enlarged to the sixth day of next term, when she was to attend to receive judgment.

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